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THE IOWA RAILROAD is now operating the entire former-RI main line between Bureau Jct., Ill., and Council Bluffs, Ia., with three SW1200s and five ex-ICRR U30Bs. The 21 and 20 are westbound at Tiskilwa, Ill., August 11, 1982, with nine cars.

Railnews

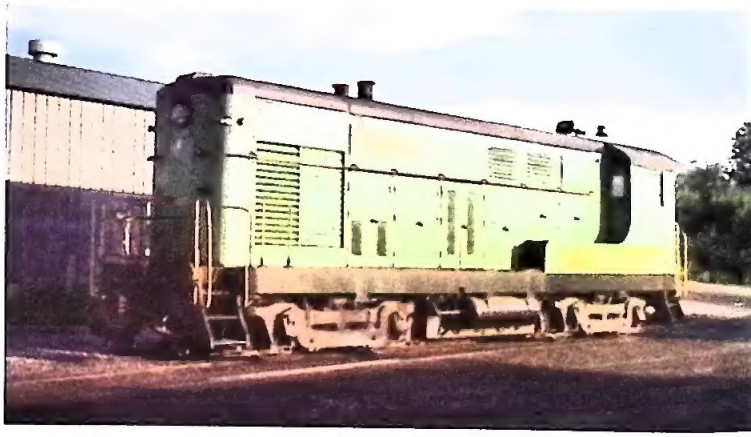
THE BATTEN KILL RAILROAD began operating the former Greenwich & Johnsonville and D&H branch from Salem to Eagle Bridge, N.Y., on August 23, 1982, with ex-G&J RS3 4116. This is the first northbound from the B&M viewed near Cambridge.

KODACHROME JACK WRIGHT

KODACHROME DEN ADLER

FAIRBANKS MORSE units aren't completely gone. The scene above was made on September 8, 1982, as Central Wisconsin's ex-Milwaukee 763 meets Milwaukee SD10 546 in Janesville as the CW works former-Chicago, Madison & Northern trackage. Hallett Dock Co. repainted former-MN&S H10-44 11 (right) into its own colors, shown at West Duluth in July 1978.

KODACHROME STEVE GLISCHINSKI



MORRISTOWN & ERIE'S new ex-CR/nee-NYC C430 and 2054, now M&E 16, led the entire M&E roster (S4 14 and RS1 15) into Hoboken Terminal for Renaissance Days display (below) on October 2, 1982.

KODACHROME ALYN SPECHT

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From the Publisher's desk: A Look at British steam

When we had occasion to visit England recently, we wanted to include at least one new steam preservation railway on our list of things to do. We chose the Severn Valley Railway, a 12½-mile double-track line that had been part of the Great Western Railway before nationalization into British Rail. Not a main line, traffic declined and a section of the line was abandoned in the 1960s. In 1966 the Severn Valley Railway Preservation Society was formed to buy a portion of the line, eventually acquiring the 12½-mile stretch from Bewdley to Bridgnorth. A spur connects with British Rail to the south at Foley Park, and connections can be made on holiday weekends.

We hit the Severn Valley on Easter Tuesday, which meant that the railway was crawling with both tourists and railfans. It also meant that the line had just about every available engine and car out on the line on a 45-minute headway or less. Restaurant service was featured on some trains, but we opted to grab a lunch at the southern terminus at Bewdley. We also had time to shoot various pieces of equipment there.

The Severn Valley is double tracked, and trains are run where possible as they did in bygone years: Great Western engines pull Great Western trains, and British Rail engines pull cars with BR paint schemes. There are 29 steam locomotives on the SV along with five industrial steam engines plus two main line diesel locos and an industrial switcher. There are 27 ex-GWR coaches, 13 ex-LMS coaches, seven former LNER coaches, and eight former British Rail coaches. There are also freight and non-revenue cars.

We just missed GWR 2-6-0T No. 5164 and caught the next train with another GWR engine, 7812a 4-6-0 built in 1939, on the head end of a matching string of seven coaches. A British railfan well versed on the line sat opposite us and pointed out good photo spots as the train headed north. Coaches are compartmented, and the windows can be opened. Cameras and microphones could be seen the whole length of the train.

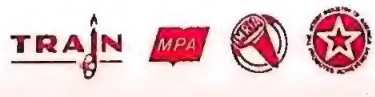
The train traverses a hilly, scenic area along the Severn River, and there were as many fans shooting from along the right-of-way as from the train. Stone stations in the old Great Western tradition abound, as do stone and metal bridges and viaducts. Roads in the area do not lend themselves to train chasing, but there is enough movement in each direction to get plenty of action in a day's outing.

At Hichley we saw a string of non-revenue cars on a siding, along with two steamers not in service. Some of the locomotives carry names, such as our 7812, *Erlestoke Manor.* One of the largest locos is LMS 4-6-0 45110 *RAF Biggin Hill,* built in 1935.

American fans find it difficult getting used to 0-6-0 tank engines pulling passenger trains at brisk speeds, but the Severn Valley does, as do many other British steam preservation railways. It was a common thing in England.

The Severn Valley is owned by a non-profit corporation, and many of the locomotives used on the road are also owned by small private not-for-profit societies. The right-of-way was littered with old ties which had just been replaced with new sleepers. Traffic safety is maintained with an effective semaphore signalling system.

The British Isles are covered with steam preservation railways and museums, and memberships are available in many. On bank holidays they usually run extra trains. Many lines run weekends only, but the larger operations run through the week from May through September. Guides are available listing all the many lines in England, Wales, Scotland and Ireland.



RAILFAN & RAILROAD

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cover

Did you ever think you'd live to see the day that a live Challenger would be back on the road? Well, it's a fact, and Greg Nazarow covers the 1982 travels of UP's 3985 beginning on page 34. Mike Eagleson was trackside at Virginia, Idaho, on June 21, for the cover shot. The two "SD40-2s" are fresh out of Morrison-Knudsen's Boise shop as the UP is about to transfer them to the new Wabash Valley at Manhattan, Kansas, on September 2, 1980. Kodachrome by Jim Watson.

RAILFAN & RAILROAD (ISSN 0163-7266) is published bi-monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, New Jersey, P.O. Box 700, Newton, New Jersey 07860. Phone: 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Controlled circulation postage paid at Sparta, Illinois 62286 and Newton, New Jersey 07860. Copyright © 1982 by Carstens Publications, Inc. Printed in the United States of America.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, N.J. 07860.

SUBSCRIPTIONS: U.S.A. and possessions: $8.00 per year, $14.00 for two years, $20.00 for three years. Single copies $1.50. Postage outside U.S.A. $1.00 extra per year. All communications regarding subscriptions and changes of address should be sent to: Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, N.J. 07860. Please allow six weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested we will endeavor to return all material in good condition if accompanied by return postage. RAILFAN & RAILROAD assumes no responsibility for unsolicited material. Payment is normally made upon publication. The contents of this magazine must not be reproduced without written permission from the publisher.

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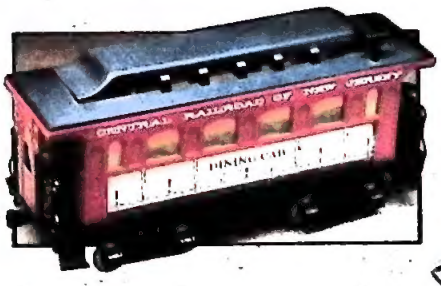

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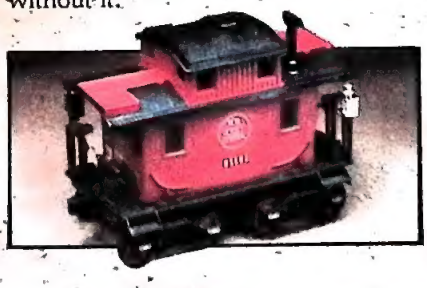

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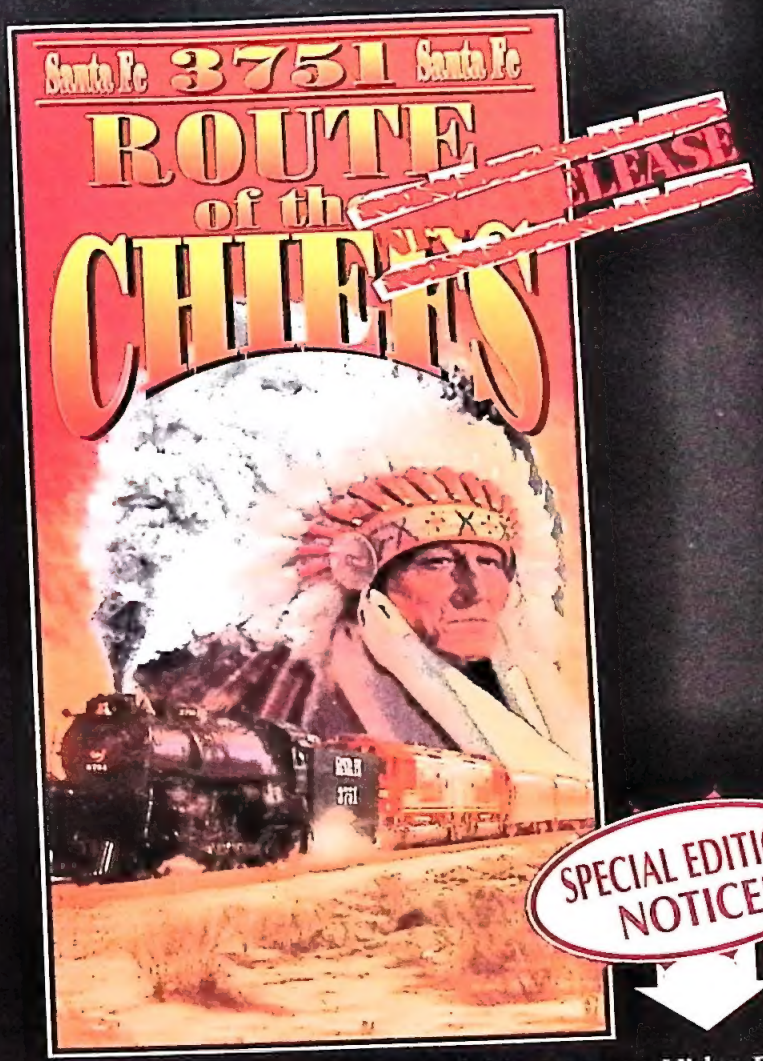

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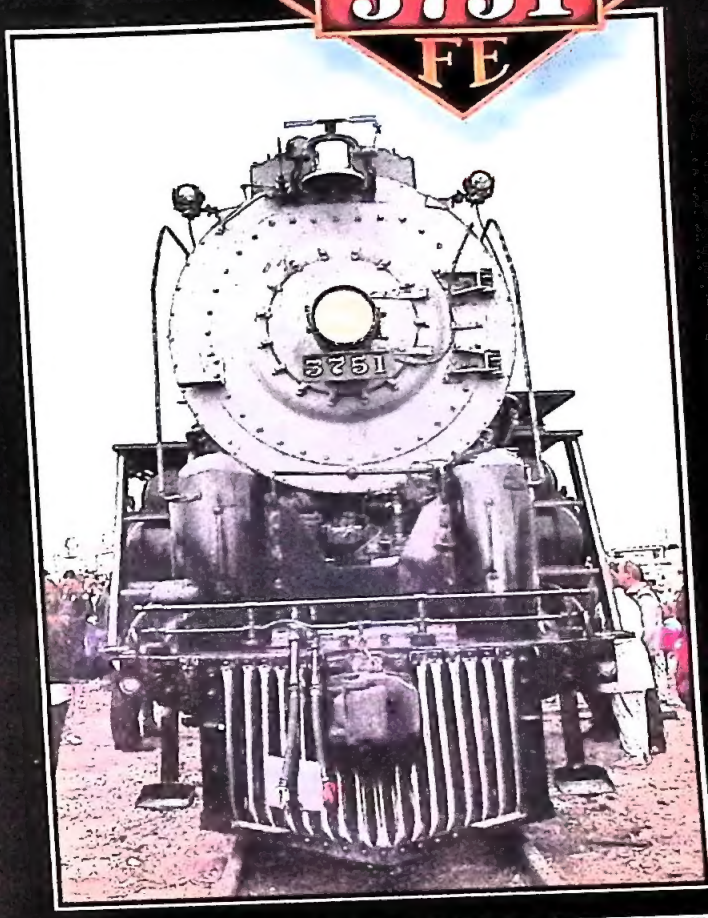

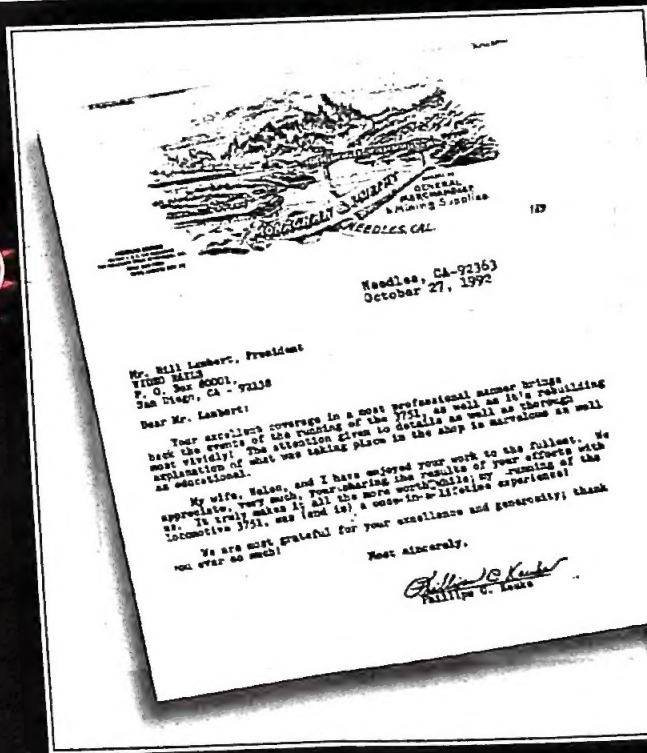

Needles, CA-92363
October 27, 1992

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My wife, Helen, and I have enjoyed your work to the fullest. We appreciate, very much, Your sharing the results of your efforts with us. It truly makes it all the more worthwhile! my running of the locomotive 3751, was (and is) a once-in-a-lifetime experience!

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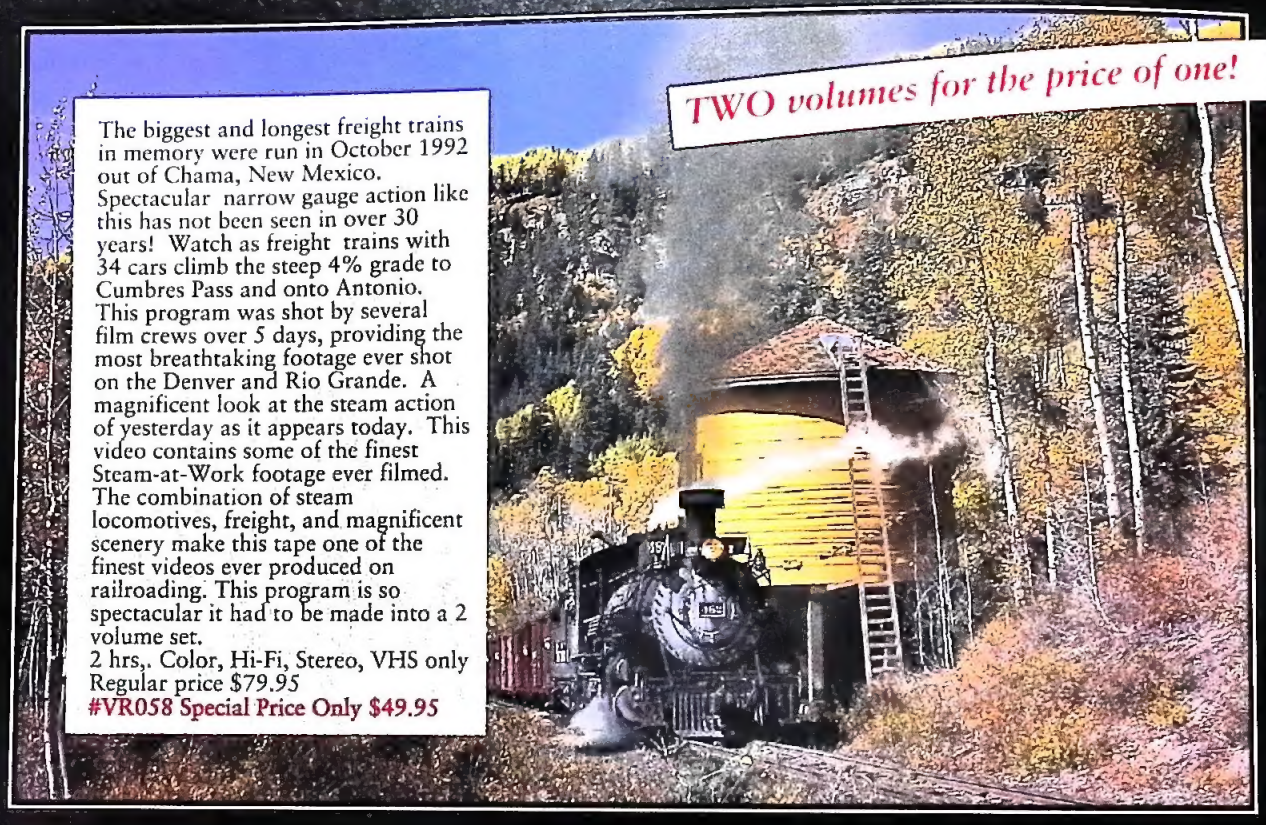

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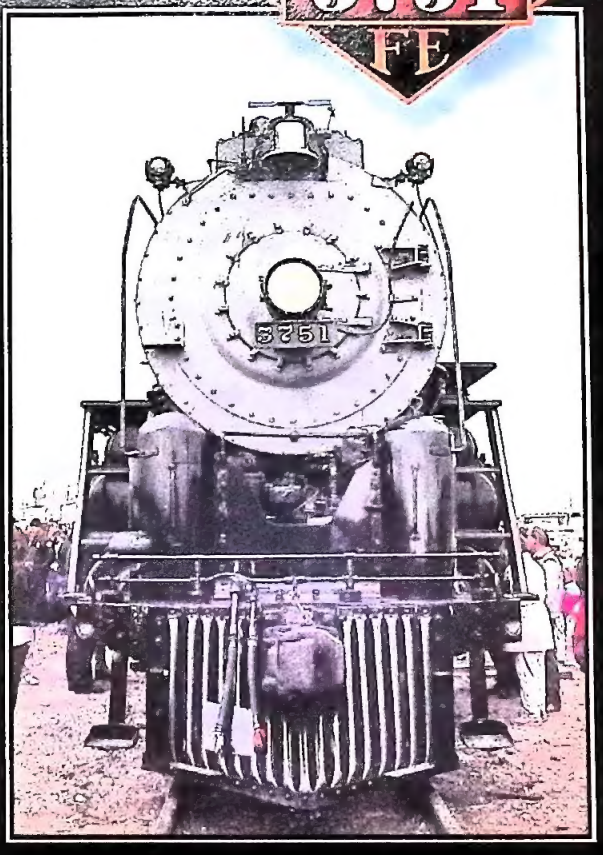

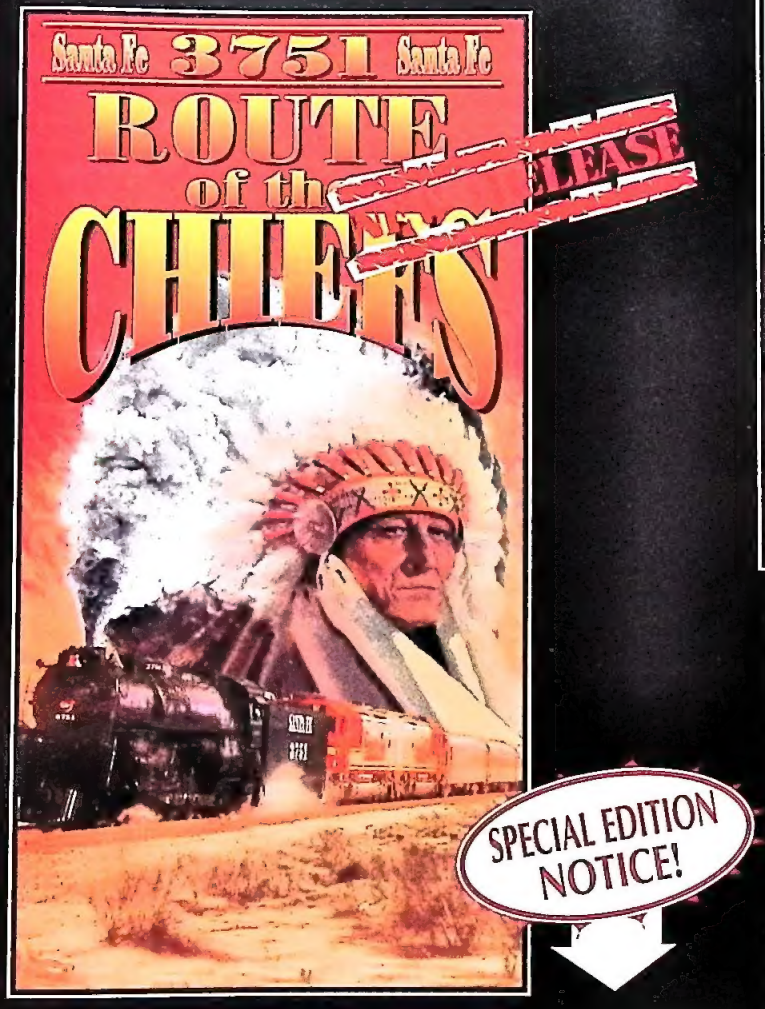

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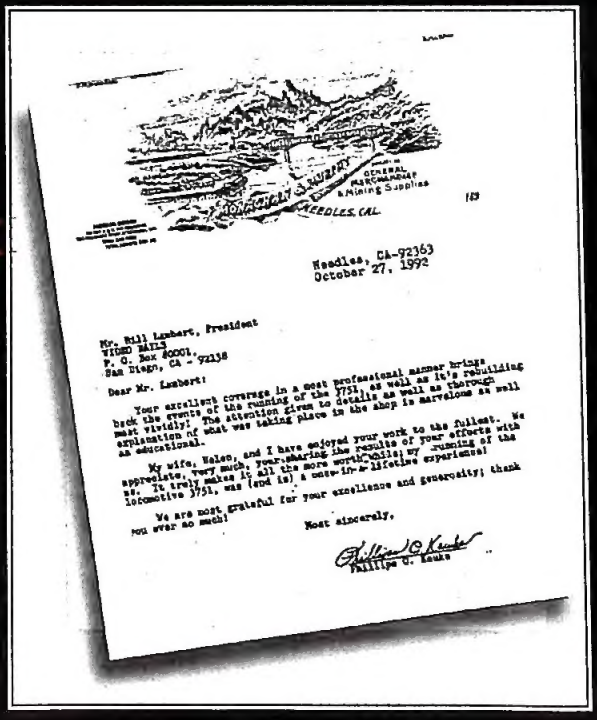

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THE 1992 AAPRCO CONVENTION was held on October 7-10 at NJ Transit's ex-DL&W Hoboken Terminal in New Jersey. On October 7, an image from the 1950s was recreated with the PRR *Broadway Limited* observation car *Mountain View* posed alongside the Nickel Plate bedroom-diner-lounge *City of Chicago*. They were just two of 26 attending cars. See page 50.

Railnews

SOUTHERN STEAM — 2-8-0s 722 and 630 and 2-8-2 4501 — gathered one last time at TVRM in early October (**below**). The 722 later went to Asheville for permanent display. See page 50.

NKP 2-8-4 765 was photographed east of Madisonville, Ky., on September 19 (**left**) during a weekend of trips between Paducah and Central City over the Paducah & Louisville. See page 50.

KODACOLOR DAVID KAPLAN, JR

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From the Publisher's desk: Snows and Railroading

My earliest recollections of railroads are closely connected with winter weather. As part of a sixth grade school assignment on the local scene I walked several miles in cold, snowy weather with an old Kodak box camera to the Erie at Ridgefield, N.J., and photographed parts of a Ten-Wheeler, a caboose and some cars.

The 1947 blizzard crippled New York's transportation system. The New York Central kept its West Shore line open by running extra K11 Pacifics light with snow flangers to keep the line open. Service on the line was relatively normal, although commuters had problems getting to and from the depots.

On another occasion, Tom "Casey" Gilbert, Stan Bradley and I went out on the Erie at Great Notch for some winter scenes. The trip was a bummer, although I did get some movies of a 5000 series gas-electric. The winter shadows made for harsh lighting, and I wish the movies were half a stop lighter. Worst of all, my Kodak Medalist's shutter froze, causing me to miss a number of shots. It wasn't long after that I traded in the Medalist on a 4x5 Speed Graphic with a Supermatic shutter and a focal plane shutter.

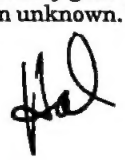
I spent many hours on the West Shore, as it was so near home. Even during the winter the NYO&W ran a daily passenger train and some freights. I'll never forget the shot that got away: A northbound O&W freight doubleheaded with a 300-series 2-8-0 leading a heavy 4-8-2. Right behind it was a New York Central local. It was another system failure for the Medalist's film advancing mechanism: Both pictures were on the same frame!

Even then the phone system worked up and down the railroad for special moves. The three hour wait for a Military Academy troop special of heavyweight Pullmans in icy weather was worth the effort. It was the only time I ever saw a Niagara come down the West Shore, as it could only be turned at Weehawken.

Riding the rails in snowy weather was always enjoyable. I boarded the great old *Erie Limited* at Jersey City for a trade show in Chicago. At Passaic, two industry friends, Charlie Keuhne and Frank Westbrook, boarded the same sleeper. Since they had a bedroom, I joined them, and we told industry tales until the wee hours. By the time we'd reached Middletown, N.Y., highway traffic was bogged down, but the train kept moving on schedule. We later heard horror stories from those who flew and had to land at airports hundreds of miles from Chicago. Meanwhile we'd made friends with the car porter who catered to our needs, making the trip very pleasant indeed.

On a few winter trips to Chicago, I joined Russ Porter to shoot the C&NW and CNS&M. One time we photographed a lonely steam loco (C&NW "Zulu" 2-8-0 1899) used as a stationary steam supply in a roundhouse in Milwaukee. It blew up not long afterwards.

Troop trains out of Camp Grant, Ill., near Rockford, to Chicago alternated between the Milwaukee Road and the Burlington. The equipment was common enough, but to a young Eastern GI absolutely fascinating. The orange and red Milwaukee cars had pot-belly stoves which did a great job in January Illinois weather. Once on bivouac in foot-deep snow I was told to pack my gear and head back to camp. I was shipping out, destination unknown. We arrived the next day in Memphis. Spring was in the air and the foliage was green. Wintertime railroading is fun, but I had to admit the weather down South sure beat Chicago's cold freezes.



RAILFAN & RAILROAD

January 1993/vol.12 no.1

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Cover

There are some colorful new images emerging on the Rio Grande's famous line over Soldier Summit in Utah. Marching upgrade through the Price River Canyon, the new Utah Railway SD40s are assaulting the east slope of grade near Lynn on June 2, 1992, with loads from the mine at Wildcat. Kodachrome by Scott Snell.

With SP power evident in the locomotive consist, a Rio Grande GP40 leads the EUGJM (Eugene-Grand Junction) through the upper loop at Gilully on the same day. Kodachrome by Rich Wallace.

Snell and Wallace team up to tell the story of this "Changing of the Guard" on Soldier Summit in their article beginning on page 54.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1992 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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Fanmail

Two more P&W RS3s

Thank you for your article on the Providence & Worcester in the November issue. It is always exciting to read about places that you've been, and it has given me ideas for good photo locations in the future.

The all-time diesel roster with that article gives no mention of RS3s 1601 and 1602. I photographed both of these locomotives on October 23, 1980, at Worcester, coupled on either end of a string of work cars. In addition, I took a photo of 1601's corpse along the Lamoille Valley's right-of-way just west of Hardwick, Vermont, on September 19, 1988. These are not the same as the RS3s leased from the D&H, as those leases are noted as expiring in 1975.

Any information you could give on these RS3s would be appreciated.

DAVID E. SIMMONS
Watertown, N.Y.

☜*We not only missed the two RS3s, there was an RS2, as well. In mid-1976 the P&W acquired ex-Southern RS3s 2132 and 2141, which became 1601 and 1602. In January 1978 they also acquired Maine Central RS2 553, which became P&W 1501. These units were replaced by GP38-2s in the early 1980s (not GP38-Zs as we typoed in the roster)* — J.B.

P&W mis-mapped

Someone should check map on page 58 of the November '92 issue. Conrail has not run on the line from Framingham to West Concord for quite a few years. When I was at West Concord on a visit during August 1990 there was nothing with the track all gone.

PHIL LAVORGNA
Salt Lake City, Utah

On Army railroading and 2-8-0s

Regarding the ongoing discussion of the "ugly" U.S. Army 2-8-0s, I would like to put in a word for some of the ones used on the Claiborne & Polk Military Railroad. This seldom mentioned 50-mile former logging railroad in Louisiana between the two namesake Camps ran right across the street from the signal battalion to which I was assigned in the spring of 1944, so I had ample opportunity to watch the passage of the daily trains. There were at least two of their locomotives — no, I don't remember the numbers — which were equipped with outside mounted Coffin feedwater heaters. Perhaps it was because they reminded me of the Central Vermont 450-series, but I considered them to be quite handsome. I once made a drawing of one — cameras were taboo in wartime — but have no ideas what happened to it.

The C&PMR was an interesting line which I managed to ride once. Its timetable showed three first class trains in each direction daily except Sunday, but they usually annulled them all and ran one round trip extra out of

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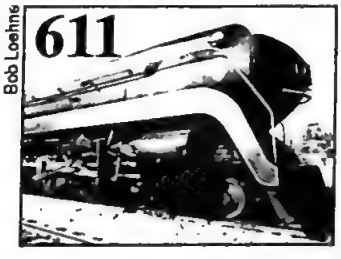

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Carroll Claiborne [illegible] only five of the [illegible] trains would be annulled, and then the [illegible]s" would watch to see whether the crew [illegible] the extra realized it!) The nominal maximum speed was 50 m.p.h., but there was little more than 50 feet of the line that was not covered by slow orders of 15 m.p.h. or less.

DONALD S. ROBINSON
N. Billerica, Mass.

Remembering Shenandoah Central

Enjoyed reading in the October '92 issue John Waite's Tweetsie feature. However, please allow me to correct Mr. Waite's reference to the Shenandoah Central's "only one season of operation."

The Shenandoah Central operated two years, 1953 and 1954.

In 1954 I served as fireman on Shenandoah Central's No. 12. That is a photo of me turning the left classification marker on No. 12 printed in the Introduction of H. Reid's book *Extra South*.

I am now a retired Norfolk Southern road foreman of engines and enjoying memories aroused by John Waite's story about ol' Number 12.

SHIRLDON R. WINEGARD
Roanoke, Va.

Same 3985, different day

My photograph of UP 3985 on Altamont Pass was taken during the Pacific Limited trip on Sunday, July 19, 1992, not Wednesday July 22 as you stated in the caption on page 81 of the November issue. This was the first time that UP steam ventured west of Sacramento since the UP absorbed the WP.

Steve Barry's convention critique made the point that good runbys really make a convention. This point cannot be overstated. Central Coast's show was utterly fantastic, showing what a little intelligent planning can do.

Good job, Central Coast!

BILL HOUGH
New York, N.Y.

A reviewing stand

I certainly agree with Tom Kelcec's review of "Operation San Jose" produced by Mark I Video. It is one of the best convention tapes that I have ever seen — at long last the producers are realizing that there are more activities at conventions than just continuous runbys.

I do take offense to the remark that the reviewer didn't go to the convention, "saving himself a thousand bucks in tickets and hotels, and missed nothing, by just purchasing the videos."

If everyone had this rationale there would be very few convention tapes to purchase because there would be very little convention activity. We have too many "fans" in our ranks who feel their only obligation to excursions is to chase and take pictures. It's the people who actively support these affairs and buy the tickets that keep the programs alive.

JACK MANARKY
Windsor, N.Y.

Tennessee roster corrections

Some corrections to the item on Tennessee short lines in the November 1992 RAILNEWS: The Nashville & Eastern currently owns seven ex-CSXT U30Bs (5328, 5338, 5339, 5340, 5343, 5344 and 5345) plus one ex-ATSF CF7 2525. Also, the NERR recently leased

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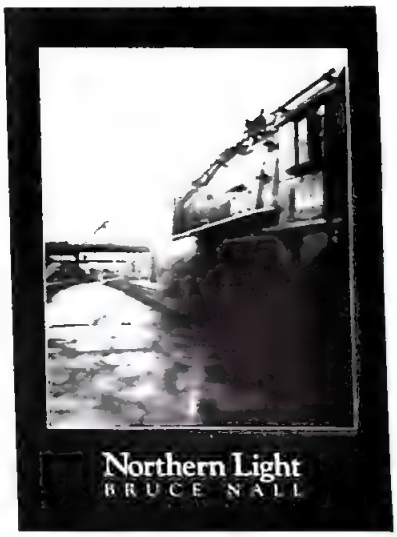

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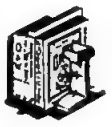
As for the ex-LS[illegible] RSD [illegible], 1803, 1850-1853), the N[illegible] acq[illegible] them with the idea that their heavy lu[illegible] capability would be put to good use h[illegible] long rock trains from the Gordonsvill[illegible] Tenn., area. However, with all too frequent mechanical failures, the units saw little use on the NERR. Not all of the RSD12s are on the West Tennessee R.R.; the 1852 is on the Tennken R.R. The future does not look bright for the non-operational RSD12s, as there has been some talk of scrapping the units due to their extremely poor mechanical conditions.

STEVEN D. JOHNSON
Nashville, Tenn.

Railroadiana

BY BRUCE KELLY



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Erie Lackawanna in Color, Volume 2: New York State by Larry DeYoung is the latest 8½"×11" hardcover from Morning Sun Books that offers excellent reproduction of some crisp Northeast color photography from the days before Conrail. This picture tour of the EL begins in Meadville, Pennsylvania, then works east across New York State to Suffern. Worthwhile scenes along the way include a winter view from the cab of an SDP45 approaching Dayton Tunnel on the Buffalo & Southwestern Branch, freight crossing Portage Viaduct during the height of fall colors, bicentennial SD45 3632 and SDP45 3638 atop Starrucca Viaduct with a D&H meet taking place underneath (involving D&H bicentennial U-boat 1776) and Alco Centuries crossing Mill Rift Bridge in autumn. Descriptive captions and occasional maps or timetable sheets round out this collection of diesel memories, which sells for $49.95 plus $3.50 shipping ($5.00 shipping for foreign orders; N.J. res. add tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820.

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to [illegible] operations on Dol[illegible] gauge lines between Del[illegible] and Grand Junction. The Joint Line over Tennessee Pass has Rio Grande Fs, Pas and Ge[illegible] sharing the road with power of the CB&Q and successor BN, then we explore Royal Gorge, the Monarch Branch and Tennessee Pass, the latter demanding that 2-8-8-2 helpers be coupled mid-train and on the rear to assist the diesel road engines. Panoramic views of Fireclay Loop and Gore Canyon reduce freight trains to less than Z scale as we journey over the Moffat Line. SD45s are the most modern power covered in this 8½"×11" hardcover, which, complete with maps, track charts, grade profiles and a period roster, sells for $45.00 plus $3.50 shipping ($5.00 shipping outside the U.S.; N.J. res. add $2.63 tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820.

Cabins, Crummies & Hacks (& Vans), Volume 3: North & West is John Henderson's newest all-color 80-page 8½"×11" album-format softcover devoted to three-quarter and action views of all kinds of cabooses, past and present. Void of rosters and supported only by brief captions, this book serves as a visual record of the many shapes, sizes and paint schemes of cabooses, with 215 color photos from 54 railroads in the central states and Canadian provinces that lie between Chicago and the Pacific Coast, plus Alaska. Among the bygones represented are Milwaukee Road, CB&Q, GN, NP, SP&S, Rock Island and several smaller roads. There are also early (as in wooden) and current cabooses from the Alaska Railroad, BN, CN, CP, DM&IR, Soo and others. It sells for $29.95 plus $3.00 shipping (N.Y. res. add 8.25% tax) from H&M Productions, 193-07 45th Avenue, Flushing, NY 11358.

The Aberdeen & Rockfish Railroad continues to release specialty items commemorating its 100th anniversary. *The Road of Personal Service—A Centennial History* by Jim Wrinn and Edward Lewis provides an expanded look at the North Carolina short line covered in the July 1992 R&R, with dozens of black & white and color photos, maps, rosters and other material presented as an 88-page 8½"×11" softcover. A detailed and interesting main text looks at the entire history of the A&R, in particular the many people who have guided its sometimes rocky survival over the decades. It sells for $18.95 postpaid from Aberdeen & Rockfish Railroad, 101 East Main Street, Aberdeen, NC 28315.

Calendar Call

Two great calendars are available from the Orange Empire Railway Museum in California. The "Great Days of Steam 1993 Railroading Calendar" ($6.95 plus $3.00 shipping) folds out to 12"×18" with nicely printed black & white photos of such varied and historic subjects as an O&W 4-4-0, a Mexican three-foot gauge Shay, a Southern Pacific (an SR 4-6-2, that is) at Spartanburg, WP's roundhouse and turntable at Keddie, a Michigan Central 4-6-0, a Santa Fe 4-8-4 leading heavyweights over the Tehachapis, an NP 4-6-2 meeting a Milwaukee Road electric on the east slope of the Bitterroots and more, complete with detailed captions. OERM's "Red Cars / Yellow Cars 1993 Calendar" ($10.95 plus $3.00 shipping; produced for the museum by CEDCO Publishing) folds out to 12"×24" and has remarkable color photos of southern California's trolley and interurban heritage. Aside from the fairly rural scene with Pacific Electric "juice jacks" hauling freight, the images of PE and Los Angeles Railway cars working the region's paved thoroughfares act as real time machines thanks to their inclusion of automobiles and storefronts long since gone. Both calendars sell at the prices shown above from Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370-0548.

The all-color 11"×17" "New York, Susquehanna & Western R.R. 1993 Calendar" looks at Susy Q's past when RS1s held commuter duties, S2 206 led short freights past Lake Grinnell, an F45 powered stone trains and triple SD45 lashups growled up Sparta

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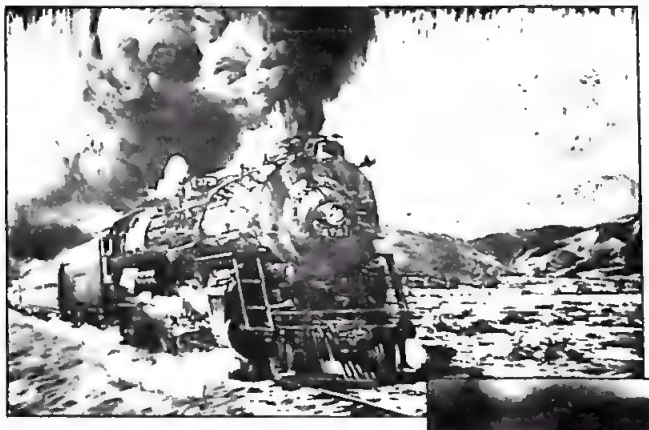

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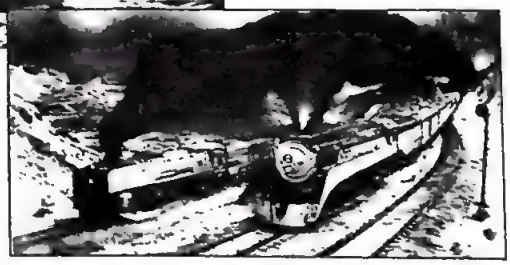

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Mountain Grade. More recent shots include RDC M-1 at Newfoundland, a GP18 in fall foliage, a Dash 8-40B leading doublestacks through the snow and Chinese 2-8-2 142 running caboose hop to Utica. It sells for $7.95 plus $1.50 shipping (N.J. res. add tax) from NYS&W Technical & Historical Society, P.O. Box 272, Netcong, NJ 07856.

Contemporary color photography is beautifully printed on heavy, coated pages in the 10″×16″ "1993 New England Railroading Calendar." In a nice show of planning, the calendar's winter months feature snowy scenes of an Amtrak GP7, Guilford freight and Conrail doublestacks, October has a New Haven-schemed Metro-North FL9 in autumn foliage, and the rest of the year offers Amtrak and MBTA F40PHs in Boston, Bay Colony RS1 1064 crossing the Charles River, CN comfort cab GP40-2s in Vermont and more. It sells for $5.00 ($6.00 in Canada; $10.00 in other countries) from Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486.

The 11″×17″ all-color "Vintage New Jersey Railroads 1993 Calendar" has a cover shot of Erie-liveried E8s 834 and 835 in recent excursion service, but inside are true classics like doubleheaded Pennsy K4s and a GG1, a CNJ Camelback 4-6-0 and GP7, a B&O E8, Raritan River Railroad 0-6-0 No.22, Lackawanna Es at Denville, PRSL RDCs on the Cape May Canal bridge, L&NE FAs, L&HR C420s, LV PAs and Reading FP7s. This tribute to yesteryear's railroading in the Garden State sells for $9.95 plus $2.00 shipping (N.J. res. add tax) from United Railroad Historical Society, 158 Heights Terrace, Middletown, NJ 07748.

A publicity shot of the old Gallatin Gateway Inn streetcar at West Forks, Montana, is one of the prettier photos in the "Chicago, Milwaukee, St. Paul & Pacific 1993 Calendar." Also included are a heater car (one of six built from 4-6-4 tenders), GP9s in Wisconsin, Little Joes and boxcabs in Montana, E7s at Milwaukee, GP38-2s leading freight, an EMD switcher on eastern Washington's Hanford Branch and other Milwaukee Road scenes. The 11″×17″ calendar sells for $8.00 plus $2.00 shipping (Ill. res. add tax) from Milwaukee Road Historical Society c/o Tom Helms, 1826 N. Vail, Arlington Heights, IL 60004.

From before Conrail but after the Erie and DL&W merger comes the all-color "Erie Lackawanna 1993 Calendar." Folding out to 11″×17″ it features RS3s in the snow, E-units crossing the Moodna and Paulins Kill viaducts, U-boats and a Geep with ore in Ohio, A-B-B-A F7s in Pennsylvania, an H16-44 at Scranton, bicentennial SD45 3632 and SDP45 3638 in upstate New York, m.u.s on the Gladstone Branch and more. It sells for $7.25 plus $1.50 shipping (N.Y. res. add tax) from Weekend Chief Publishing, P.O. Box 1676, Mineola, NY 11501-1676.

The "Potomac Chapter 1993 Railroad Calendar" folds out to 11″×17″, with great color photos from the collections of this NRHS group's widely-traveled members. The diverse imagery includes New Haven-schemed FL9s, a KCS SD40-2 and SD40X on a pile trestle in Louisiana, Western Maryland Scenic's FPA4 305 and RS3 199 on Helmstetter's Curve, Buffalo Creek & Gauley Consolidations, a CP Rail SD40-2F along Sink Lake in Kicking Horse Pass, Rio

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A to Shay *N & W steam, BC&G, Shays* ..... 50 Min
Before The Hyphen - Erie / DL&W, *some 1930, 1942, early 1960s* ..... 90 Min
Just As Wide - *Many steam shortlines* ..... 65 Min

1960s - 1970s:

Rail Trek - 1 *The EAST. Variety Show!* ..... 105 Min
Rail Trek - 2 *The MIDWEST* ..... 90 Min
Rail Trek - 3 *The WEST* ..... 102 Min
J E R S E Y ! ! *PRR / CNJ* ..... 65 Min
Friendly Service Route *E-L Survey* ..... 92 Min
Come to the Fair - *1939 Erie RR Film of N.Y. Fair, WWII Short, E-L views* ..... 70 Min
West End - *Final years of E-L, OH to IL* ..... 70 Min
From the Ashes - *First years of CONRAIL* ..... 60 Min
Horseshoe Curve Kaleidoscope - *1968-88* ..... 90 Min
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Lincolnland Rails - *Spg. IL, some 1991* ..... 80 Min

MODERN SUBJECTS:

Greenbrier Limited - *defunct luxury* ..... 60 Min
Canada's Showcase *"Canadian" winter* ..... 112 Min
Auto Train - 1970s & 1992 ..... 60 Min
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Black Diamond to Gaspe' *Private Car* ..... 104 Min
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Although some of its sharp color photos were taken in the 1970s and 1980s, the "Delaware & Hudson Railroad 1993 Calendar" utilizes the name D&H operated under before its 1968 reorganization as the D&H Rail*way*. Folding out to 11"×17", it offers many fine shots of units in the D&H lightning stripe scheme such as Sharks leading a fantrip past Bicentennial U-Boat "1776," paired U23Bs and U33Cs, a C628 passing under Starrucca Viaduct and an RS36/RS3 combo leading the *Adirondack*. Other D&H scenes include Guilford scheme GP39-2s handling a director's special and various mixes of D&H, Reading and Lehigh Valley units on the former LV main. It sells for $7.95 plus $1.75 shipping (N.Y. res. add 7% tax) from EDS Productions, 322 Ten Eyck Street, Watertown, NY 13601.

It sells for $8.95 plus $2.00 shipping (Vt. res. add 5% tax) from GMRC, P.O. Box 498, Bellows Falls, VT 05101.

The 11"×17" "Nickel Plate Road Historical & Technical Society 1993 Calendar" begins with a color cover shot of restored NKP 2-8-4 765 and Pere Marquette 2-8-4 1225 blowing side-by-side through Hurricane, West Virginia, in August 1991, and continues with older black & white views of GP9s in the snow; the fireman on an H-5b hooping orders at Cascade, Pennsylvania; 2-8-4s on the ready track at Bellevue; PAs rolling through Fostoria and a variety of static shots of locomotives and lonely lineside locations. Loaded with NKP historical commentary, it sells for $4.75 plus $1.50 shipping from NKPH&TS, P.O. Box 54027, Cincinnati, OH 45254-0027.

Chicago Timetable

In the same style as its previously-released *Northeast Railfan Timetable*, Ente Studio has released *Chicago Railfan Timetable No.1*, edited by John Krattinger. The 276-page 4½"×11¼" softcover compiles employee timetable graphs and special instructions (in their original, official formats) for railroads operating in and around Chicago including Amtrak, Santa Fe, Belt Railway of Chicago, BN, Conrail, CC&P, CNW, CSS&SB, CSX, EJ&E, GTW, IC, IHB, Metra, NS, Soo, SP, UP, WC and WICT. Geographic coverage actually extends well beyond the Illinois border into Wisconsin, Iowa, Missouri, Kentucky, Indiana, Michigan, Ohio and extreme western Pennsylvania and New York. Also included are nearly four pages of local radio frequencies for railroads, railfan ham radio, National Weather Service broadcasts and more. The slim nature of these railfan timetables is such that I can keep my Northeast edition in my camera bag at all times, and no matter where I go, the timetable graphs I need are in one convenient place. Likewise for those living in or traveling to the Midwest, the *Chicago Railfan Timetable* is an indispensable resource. It sells for $20.00 postpaid (Canadian orders $24.00 in U.S. funds; other foreign orders $26.00; N.Y. and N.J. res. add tax) from Bernard Ente, P.O. Box 568, Maspeth, NY 11378.

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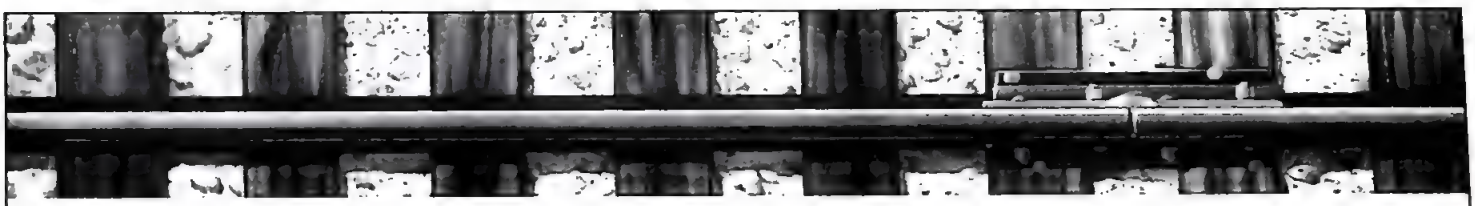

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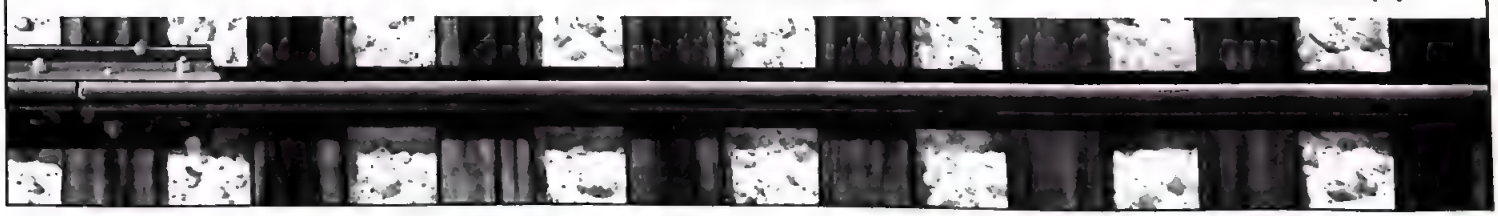
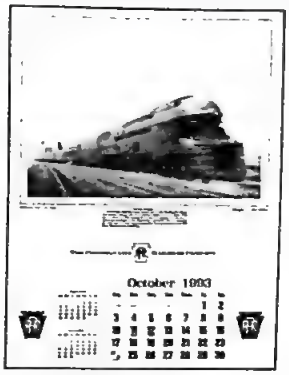


1993 ALL PENNSY CALENDAR



Keystone railroading in the form of steam, diesel and electric locomotives grace the pages of the 1993 All Pennsy Calendar. This large 16 x 22 wall calendar, printed on pebble grain paper, has twelve 11 x 14 photos. Action and portrait scenes include M1, K4, G5, E6, F7. A GG1 is featured in color on the January page. And a surprise for December. **$7.50 ea**

1992 and 1991 All Pennsy Calendars are available. All different photos. **Reduced to $4.00 ea**

1993 ALL COLOR RAILROAD CALENDAR

North, east, south and west — railroad scenes around the U.S.A. in full color. Steam, diesel and electric power are featured in this wall calendar. Diesel scenes include SP, CSX, AT&SF and Amtrak. Steam scenes include GTW, MEC, WM and UP. All thirteen photos, 8½ x 11, are reproduced on heavy card stock in color. The calendar opens to 11 x 17, is plastic bound and has room for your memos. **$7.75 ea**

ALSO AVAILABLE are Railroad Calendars from 1992, 1991, 1990, 1987, 1984 and 1983; New York Central Calendars from 1991 and 1990; 1987 Passenger Train Calendars, 1991 Union Pacific Steam and 1992 Baltimore & Ohio Steam Calendars. **Reduced to $4.00 ea**

RAILROAD SLIDE SETS

"Pennsylvania – NJ Transit GG1 4877 – set 2"
"New Haven FL9's"
"PATrolley, Pittsburgh, Pa."
"Amtrak – set 4"
"Boston & Maine Moguls"
"Canadian National 6060 – set 2"
"Family Lines 614"
"Northern Pacific Passenger Diesel"
"Rio Grande Passenger F Units"
"Rutland Steam Power – set 2"
Five 35 mm slides in color, $2.00 per set

At dealers nationwide. Or order direct. Minimum order is $5.00. All items shipped post paid in U.S.A. Foreign customers add 15%. New York residents must add sales tax.

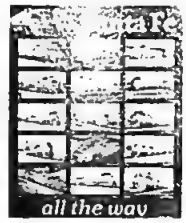
Our complete line of Christmas cards, books, calendars, slide sets, post cards, and video tapes are described in our 1993 catalog. Send $1.00 for your copy.

Audio-Visual Designs

P.O. BOX 24, EARLTON, N.Y. 12058-0024

C&NW Painting

If Bruce Nelson's article on Chicago & North Western's circus trains in the December issue got you all fired up about C&NW diesels, you'll love the newly released 1945-vintage Ben Dedek painting of yellow, green and black A-B-B-A FTs leading freight through a Midwestern marsh on perfectly-manicured double track — on the left hand main, of course. The 13½"×20½" color image is beautifully printed on 17½"×20½" coated stock. This is one of those grand pieces of EMD Styling Section promotional art that's quite exact in its perspective, detail and lighting. You can even read the letters GM on the builder's plate! One of the nicest painting reproductions we've seen, it sells for $15.95 plus $2.50 shippi[illegible] res. [illegible] tax) from Graphic Com[illegible]ion, St[illegible] 4240 W. Dempster Stre[illegible]okie, I[illegible]2008.



Santa Fe Poster

The guys from Bledsoe Rail Slides, Videos & T-Shirts have produced a nifty 18"×24" vertical poster titled "Santa Fe All the Way" that displays a collage of 15 3"×5" color photos of Santa Fe's red and silver warbonnet diesels from the past and present. Among the classics shown are the M-190, an E6, an E8, F7s, a PA, a U28CG and U30CG. Preserving the warbonnet as part of today's Super Fleet are FP45s, GP60Ms, Dash 8-40BWs and a Dash 8-40CW. The photos are nicely printed against a black background on heavy, matte finished stock. It sells for $12 postpaid from Bledsoe Rail Slides, Video Tapes & T-Shirts,

NEW YORK CENTRAL SYSTEM

20TH CENTURY LIMITED

THE MAKING OF A LEGEND
THE CENTURY OF THE NEW YORK CENTRAL
Part 1 • 60 min. • color/BW

$29.95

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Kingston, NY 12401

$3.00 postage NYS add tax

AT LAST! in English

The German Federal Railroad EXPLAINED

VHS - BETA
$33.00

"UNDERSTANDING THE DEUTSCHE BUNDESBAHN"

Learn the 8 Basic Types of Passenger Trains & the Power that Pulls Them.
4 YEARS IN THE MAKING!
Thoroughly researched & narrated for North American audiences (85 minutes in length)

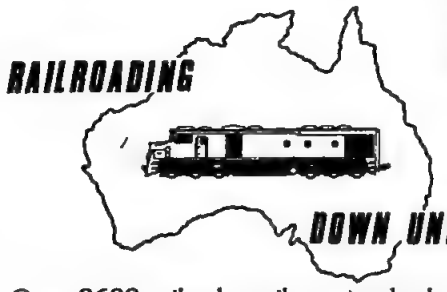
CARSON HOME VIDEO - PO BOX 42582
Philadelphia, PA 19101 - 215/632-4600

VISA M/C

A RAIL TOUR OF AUSTRALIA

From A Railfan's Perspective

September 10th – October 1st 1993



Escorted by experienced railroader, land costs for this 21 day tour start at $3550 US and include:

- All first class rail travel and accommodations, daily full breakfasts, 9 lunches and 11 dinners.
- Over 3600 miles by rail on standard, narrow and broad gauge streamliners, including the Queenlander and The Legendary Ghan.
- Exclusive visits to rail facilities and meetings with Australian rail enthusiasts.
- Mainline steam, operating restorations, rail museums, trams And Much, Much More!

For an all inclusive brochure and more information:

A1 TOURS AND TRAVEL
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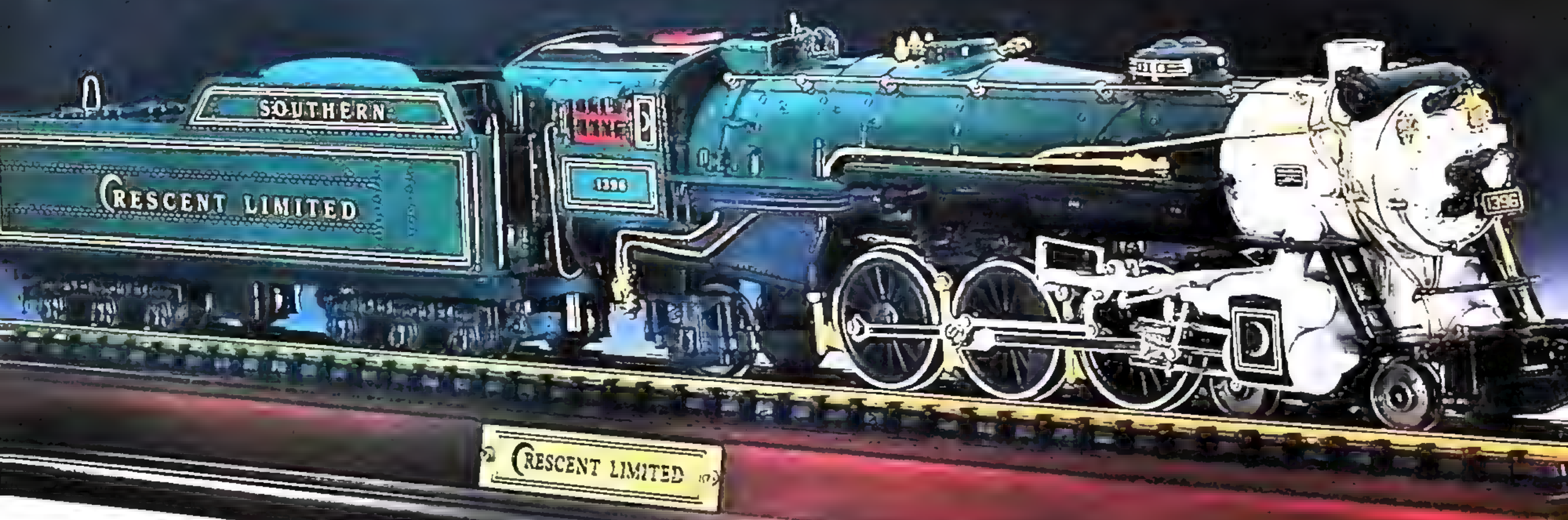
Presenting the ultimate fully motorized replica of America's most beautiful locomotive.

THE CRESCENT LIMITED



The traditional, fully motorized HO-scale locomotive arrives with a handsome display with a genuine brass nameplate for showcasing when not in use.

The distinctive golden crescent moon gleams brightly.

Model shown smaller than actual size of 12 7/16" L.

The tender is filled with coal.

A look inside the engineer's cab reveals amazing detail.

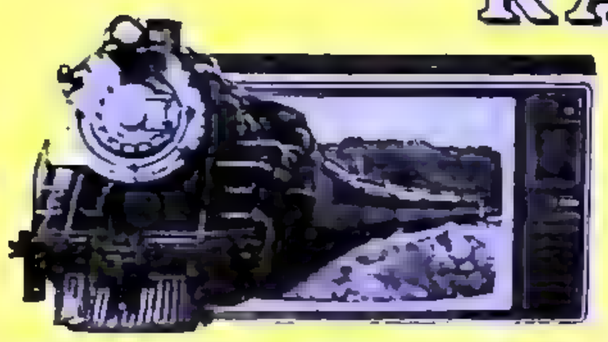
The locomotive travels on the 4-6-2 wheel configuration that was the hallmark of "Pacific" type locomotives.

The smokestack juts forth from the smokebox, and the polished brass bell heralds the arrival of the train.

An authentically detailed, handcrafted HO-scale model.

Please mail by January 31, 1993.

RAILROAD VIDEO PRODUCTIONS



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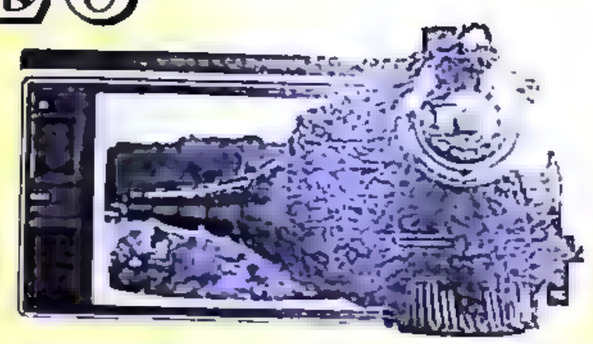

VIDEOS SHOT FROM THE ENGINE CAB

South Amboy, N.J. to N.Y. City (GG-1) 1 hr. $33.45
Bay Head Jct. to Matawan, N.J. (FP40) 1 hr. 33.45
Phila., PA to N.Y. City (AEM7) 1 hr. 30 min. 39.95
N.H., Conn. to Springfield, MA 1 hr. 30 min. 39.95
N.H., Conn. to Springfield, MA (CF7) 1 hr. 30 min. 39.95
N.Y. City to New Haven, Conn. (AEM7) 1 hr. 45 min. 49.95
Wash., D.C. to Phila. (AEM7) 1 hr. 45 min. 49.95
Harrisburg to Phila. (FP40) 1 hr. 45 min. 49.95
Phila. to Harrisburg (FP40) 1hr. 45 min. 49.95
Harrisburg to Huntingdon, PA (FP40) 1 hr. 55 min. 49.95
Huntingdon-Johnstown, PA (FP40) 1 hr. 50 min. 49.95
Johnstown-Pittsburgh, PA (FP40) 1 hr. 45 min. 49.95
SPECIAL-ALL 4 PARTS PHILA. TO PITTSBURGH 139.95
N.H., Conn. to Prov., R.I. (FP40) 1hr. 50 min. 49.95
Providence, R.I. to Boston, MA (FP40) 1 hr. 33.45
Denver, CO to Grand Jct. (FP40) Over D&RGW
PART 1 1 hr. 30 min. 39.95
PART 2 1 hr. 30 min. 39.95
PART 3 2 hr. 49.95
PART 4 2 hr. 49.95
SPECIAL-ALL 4 PARTS 129.95
Sparks, NV. to Oakland, CA (FP40) Over SP
PART 1 1 hr. 55 min. 49.95
PART 2 1 hr. 55 min. 49.95
PART 3 40 min. 25.00
PART 4 1 hr. 55 min. 49.95
SPECIAL-ALL FOUR PARTS 129.95
White Fish to Havre, Montana (FP40) Over BN
PART 1 1 hr. 55 min. 49.95
PART 2 1 hr. 55 min. 49.95
Chicago to Valparaiso, IN (FP40) 1 hr. 25 min. 39.95
Ft. Wayne to Valparaiso (FP40) 1 hr. 55 min. 49.95
Chicago to Michigan City (FP40) 1 hr. 33.45
Michigan City to Kalamazoo (FP40) 1 hr. 15 min. 35.00
Toledo to Detroit (FP40) 1 hr. 50 min. 49.95
Detroit to Jackson (FP40) 1 hr. 35 min. 39.95
Jackson to Kalamazoo (FP40) 1 hr. 30 min. 39.95
Albany to Croton-Harmon (FP40) 1 hr. 50 min. 49.95
Croton-Harmon to Grand Central (FL9) 1 hr. 33.45
Albany-Pittsfield, MA (FP40) 1 hr. 15 min. 35.00
Pittsfield-Springfield, MA (FP40) 1 hr. 20 min. 35.00
Springfield-Worcester, MA (FP40) 1 hr. 15 min. 35.00
Worcester-Boston, MA (FP40) 1 hr. 20 min. 35.00
North Sta. to Fitchburg, MA (RDC) 1 hr. 25 min. 39.95
Rockport, MA to North Sta. (PUSH) 1 hr. 20 min. 39.95
Attleboro-S. Sta. & Lowell-N. Sta. 1 hr. 20 min. 39.95
Ipswich-N. Sta. & Stoughton-S. Sta. 1 hr. 46 min. 39.95
N.Sta.-Haverhill & Framingham-S.Sta. 1 hr. 43 min. 39.95
Franklin-S Sta. + Highlights of MBTA Lines 33.45
Enola, PA-Shocks Mills Bridge (SD40) 1 hr. 33.45
Shocks Mills Bridge-Hollwood, PA (SD40) 1 hr. 33.45
Hollwood-Port Deposit, MD (SD40) 1 hr. 33.45
Port Deposit-Amtrak "Oak" (SD40) 1 hr. 33.45
Pittsburgh-Sutersville, PA (FP40) 1 hr. 33.45
Sutersville, PA-Indian Creek (FP40) 1 hr. 33.45
Indian Creek-Rockwood (FP40) 1 hr. 33.45
Rockwood-Hyndman (FP40) 1 hr. 33.45
Hyndman-Stuart Tunnel, WV (FP40) 1 hr. 33.45
Stuart Tunnel-Martinsburg (FP40) 1 hr. 33.45
Martinsburg-Dickerson, MD (FP40) 1 hr. 33.45
Dickerson-Washington, D.C. (FP40) 1 hr. 33.45
SPECIAL-ALL 8 PARTS PITTS. TO WASH. D.C. 200.00
Chicago-Miller, IN (South Shore MU) 1 hr. 33.45
Miller to Michigan City (South Shore MU) 1 hr. 33.45
Michigan City-So. Bend (South Shore MU) 1 hr. 33.45
Raritan-Newark, N.J. (MU) 1 hr. 33.45
Atlanta-Temple (FP40) 1 hr. 33.45
Temple-Iron City (FP40) 1 hr. 33.45
Iron City-Pell City (FP40) 1 hr. 33.45
Pell City-Fairfield (FP40) 1 hr. 33.45
Fairfield-Hull (FP40) 1 hr. 33.45
Hull-Meridian (FP40) 1 hr. 33.45
SPECIAL ALL 6 PARTS ATLANTA-MERIDIAN 149.95

"The Aurora Line" A head-end ride in the cab of an E-9 diesel engine over the Burlington Northern from Chicago Union Station to Aurora, Illinois. Bonus: freight and passenger run-bys.
Color, Sound, One Hour, Thirty-four Minutes $39.95

"The Orange Blossom Special" A head-end ride aboard an RF&P GP40-2 diesel from Richmond to Potomac yard, VA, plus trackside action at the Bryanpark engine facility as well as run-bys at selected locations along the RF&P mainline.
Color, Sound, 4 One Hour parts ..... 33.45 EACH
ALL FOUR FOR 120.00

"The Atlantic City Line" A head-end ride from Atlantic City, N.J. to 30th Street Station, Phila. plus run-bys and (B&W) vintage PRSL footage.
PART 1-Atlantic City to Atco, N.J.+Vintage PRSL footage.
Color, B&W, Sound, One Hour 33.45
PART 2-Atco, N.J. to 30th Street Sta. Phila. + run-bys.
Color, Sound, One Hour Each. 33.45

"PATCO's Lindenwold Line" This program will take you for a head-end ride on the PATCO high speed line from 15th to 16th Street Station, Philadelphia, over the Ben Franklin Bridge to Camden and on to Lindenwold, NJ. You'll then take a short head-end ride on the former PRR Schuylkill Valley line (now operated by SEPTA) from Cynwyd to 30th Street Station, upper level.
Color, Sound, One Hour $33.45

"The Montclair Line & Hoboken Festival 1990" A head-end ride over the former Lackawanna Railroad from Montclair to Hoboken, New Jersey. Also includes highlights of Hoboken Festival 1990, the largest transportation display in the East, sponsored by New Jersey Transit.
Color, Sound, One Hour. $33.45

"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of NJ Transit G.E. MU.
Color, Sound, One Hour, Thirty Minutes 39.95

"The Dover Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Dover, New Jersey, in the cab of NJ Transit G.E. MU. Color, Sound, One Hour, Thirty Minutes 39.95

"The Bergen County Line" A head-end ride over the former Erie Railroad (via the Bergen County Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel. Color, Sound, One Hour 33.45

"The Erie Main Line" A head-end ride over the former Erie Railroad (via the Main Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel.
Color, Sound, One Hour 33.45

"The Pascack Valley Line" A head-end ride over the former Erie Railroad from Hoboken, New Jersey, to Spring Valley, New York, in the cab of NJ Transit U34CH diesel.
Color, Sound, One Hour 33.45

"The Port Jervis Line" A head-end ride over the former Erie Railroad from Suffern to Port Jervis, New York, in the cab of a Metro North RDC train.
Part 1 - Color, Sound, One Hour 33.45
Part 2 - Color, Sound, One Hour 33.45

"The Boonton Line" A head-end ride in the cab of a NJ Transit U-34CH diesel engine from Hoboken to Netcong via the Boonton Line. Color, Sound, One Hour, Thirty Minutes 39.95

"SEPTA's West Trenton Line" This program will take you for a head-end ride in the cab of a GE MU train over the former Reading Company West Trenton line from Wayne Jct. (just outside Philadelphia) to West Trenton, NJ. Color, Sound, One Hour $33.45

"SEPTA's Norristown Line" This program will take you for a head-end ride in the cab of a GE MU train from 30th Street Station (former PRR) and through the new tunnel onto the former Reading line to Elm Street Station, Norristown, Pennsylvania. Color, Sound, One Hour $33.45

"The Media Line" A head-end ride in the cab of a SEPTA MU train over the former PRR media line from Elwyn to Suburban Station and on to Wayne Junction over the former Reading Railroad. Color, Sound, One Hour $33.45

"A Farewell To The Bullets And Brills" A head-end ride aboard the last remaining 'Strafford' car in service over the former Philadelphia & Western (now operated by SEPTA) from the 69th St. Terminal to Norristown, PA, plus run-bys and historic footage. Color, Sound, One Hour 33.45

"Philadelphia Trolleys" A head-end ride on SEPTA's Media and Sharon Hill lines operating out of the 69th Street Terminal, plus run-bys. Full Color, Sound, One Hour 33.45

TRACKSIDE ACTION VIDEOS

"PRR E-8 Diesels In Action" A head-end ride from Temple to Hamburg, PA and return mixed with many run-bys featuring two PRR E-8 diesels restored by and operating on the Blue Mountain and Reading Railroad. Color, Sound, One Hour ..33.45

"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila. and return.
Color, Sound, One Hour 33.45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride.
Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J. Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations.
Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey.
Color, Sound, One Hour 33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
Color, Sound, One Hour 33.45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour.33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania.
Color, Sound, One Hour 33.45

"Conrail Fast Freights - The Lebanon Valley Line" Lots of run-by action on the former Reading Lebanon Valley Line between Harrisburg and Palmyra, Pennsylvania.
Color, Sound, One Hour $33.45

"Conrail Fast Freights-The River Line" Trackside action of Conrail freights on the Hudson River line.
Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour ..33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1956 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour 33.45

"PRR Power Volume Three" Vintage PRR action shot between 1930 and 1968. Never before released - a Railroad Video Productions exclusive!
Color and B/W, Sound, One Hour 33.45

"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service.
Color, Sound, One Hour 33.45

"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound, One Hour 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's.
B&W, Sound, One Hour 33.45

"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O-produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour 33.45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown.
Color, B&W, Background Music, One Hour 33.45

"Traction Action" Features trackside action of over 30 trolley lines from coast to coast between 1930-1950.
Color, B&W, Background Music, One Hour 33.45

"New York Central-Reading Co. Vintage Movies"
1. "Within The Oval" Color, Sound (N.Y. Central)
2. "The Steam Engine" B&W, Sound (N.Y. Central)
3. "Safety At The Crossroads" B&W, Sound (Reading Co.)
Total Running Time One Hour 33.45

"PRR Vintage Movies" Produced by the PRR
1. "What In Blazes" Color, Sound
2. "Clear Track Ahead" B&W, Sound
3. "GG-1 Head-End Highlights" B&W, Sound
Total Running Time One Hour 33.45

"Classic Railroad Archives" Four vintage railroad movies.
1. "Progress On The Rails" Produced by the PRR
2. "Fast Freight" Produced by the AAR
3. "Coast To Coast In 48 Hours" Produced by the PRR
4. "Snow And Steam" Produced by British Rails
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume II" Three vintage railroad movies. produced by the AAR.
1. "Something For Everyone"
2. "Big Trains Rolling" (1952 version)
3. "225,000 Mile Proving Ground"
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. "Thundering Rails" Produced by the AAR
2. "Operation Reading" Produced by the Reading Co.
3. "Flight Of The Century" (early version) NYC
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. "Big Trains Rolling" (1946 version) Produced by the AAR
2. "End Of An Era" Produced by Rayonier Corp.
3. "Ichabod, The Man Without A Head" Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. "On The Track" Produced by the AAR
2. "Milestones Of Progress" Produced by the AAR
3. "Tomorrow's Railroads" Produced by the Waugh Equip. Corp.
4. "Easy Does It" Produced by the AAR
Color, B&W, Sound, One Hour 33.45

"Highlights" Short previews of most of our titles. This tape will make a unique addition to your collection or you may view it to determine content and quality of our videos then return it for full credit (less $3.50 for postage and packaging) toward the purchase of any Railroad Video tape. One Hour, Fifty Minutes 33.45

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NEW RELEASES FROM
RAILROAD VIDEO
PRODUCTIONS

NORTHEAST CORRIDOR - PART IV

Trackside coverage of Amtrak's Northeast Corridor From Trenton, N.J. west to "Shore" interlocking located in the Frankford Jct. section of Philadelphia, PA

ONE HOUR - COLOR - SOUND.....$33.45

FIVE NEW "HEAD-END" VIDEOS FEATURING THE PROVIDENCE & WORCESTER RAILROAD.

Take a "Head-End" ride in the cab of a Providence & Worcester Railroad MLW, M-420R diesel engine from Groton, CT to Gardner, MA

Part 1.....Groton, CT to MP 24 (south of Plainfield, CT)
Part 2.....MP 24 to MP 50 (south of Grovenordale, CT)
Part 3.....MP 50 to N. Worcester, MA
Part 4.....N. Worcester to Gardner, MA
EACH PART ONE HOUR - COLOR - SOUND.....$19.95

Climb aboard the cab of a Providence & Worcester GE B-23-7 diesel engine for a "Head-End" ride from Providence, RI to Worcester, MA
COLOR - SOUND - 1 HOUR 35 MINUTES.....$33.45

A TRAIN WATCHER'S DIARY

A NEW SERIES OF LOW COST VIDEO PROGRAMS FEATURING NON-STOP RUN-BY ACTION WITHOUT THE FANCY GRAPHICS AND NARRATION. DESIGNED FOR THE RAILFAN WHO WANTS TO WATCH AND HEAR TRAINS AT A VERY REASONABLE PRICE.

VOLUME I.....Chessie, R F&P, Conrail, CSX, N Y S W, Amtrak, N J Transit, Blue Mountain & Reading, Albany Central, Metro North, Valley Railroad and more
COLOR - SOUND - ONE HOUR.....$19.95

VOLUME II.....Conrail freights and N J Transit commuter trains on Conrail's "Southern Tier" (former Erie Railroad) between Suffern and Port Jarvis, NY and Conrail and Amtrak trains operating on both sides of Bear Mountain, NY area
COLOR - SOUND - 55 MINUTES.....$19.95

VOLUME III. .Non-stop Conrail action on the former P R R Middle Division
COLOR - SOUND - ONE HOUR.....$19.95

VOLUME IV Non-stop Union Pacific and Amtrak action at various locations in Wyoming.
COLOR - SOUND - ONE HOUR.....$19.95

VOLUME V. . . More non-stop Union Pacific and Amtrak action in Wyoming and Utah featuring the Union Pacific 3985 steam special in July, 1992
COLOR - SOUND - ONE HOUR.....$19.95

HOLLYWOOD'S
RAILROAD CLASSICS
FULL LENGTH FEATURE MOVIES

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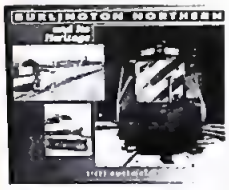
Book Reviews



Burlington Northern and its Heritage by Steve Glischinski, published by Andover Junction Publications, P.O. Box 1160, Andover, NJ 07821; 192 9¼"×11" horizontal pages, hardcover; $59.95 postpaid (N.J. res. add 6% tax).

Of all the modern rail merger giants, Burlington Northern is probably the most deserving of historical retrospect at this time. For the latter half of its more than two decades of existence, BN has been the nation's biggest railroad by most measures. With its extremities reaching from Puget Sound to Chicago to the Gulf Coast, BN operates the closest thing to a transcontinental railroad in the United States.

This book not only provides a good survey of the variety of trains, locomotives, operations and geographic conditions BN deals with, it opens with a colorful 50-page look at BN predecessors CB&Q, GN, NP and SP&S. (Added to the BN empire in 1980, the Frisco is dealt with in a separate chapter.) The hundreds of color photos are dispersed among the text, captions, sidebars and maps in pleasing page layouts that allow proper emphasis on many of the more powerful images.

Most of the contemporary BN coverage shows us the railroad one division at a time. Excellent maps abound, from the 1970 and 1992 system maps on the front and back endpapers to studies of each division in the respective chapters. These maps go into great detail about the line additions, sales and abandonments that have occurred during BN's lifetime. Among the divisional chapters there are sidebars on such topics as BN's various paint schemes (including photos of just a few of the many variations on the "whiteface" scheme of the 1990s), Marias Pass, the Columbia River Gorge and Wind River Canyon.

Before you even get around to perusing the well-written, in-depth text and detailed photo captions, you'll be impressed by the color pictures of Chinese red Burlington Geeps leading freight through a rock cut in Illinois, GN Fs lugging iron ore past semaphores in the damp north woods, SP&S FAs crossing Fort Wright trestle into Spokane and a Frisco freight descending Dixon Hill into the snow-frosted Gasconade River valley. And that's before you get into the BN-era scenes of leased Oakway SD60s on the now-abandoned SP&S line through Devils Canyon, an SD45 and semaphores bathed in golden dawn light in Montana, U-boats and unit coal on Crawford Hill and in the Powder River Basin and hot intermodal train 91 undulating its way across the 1.2% washboard profile at Bellevue, Texas.

My hands-down favorite shot of the whole book is an unusual Doug Harrop view looking down onto a freight threading the wooden snowsheds near Blacktail, Montana, on Marias Pass. Most railfans photograph these

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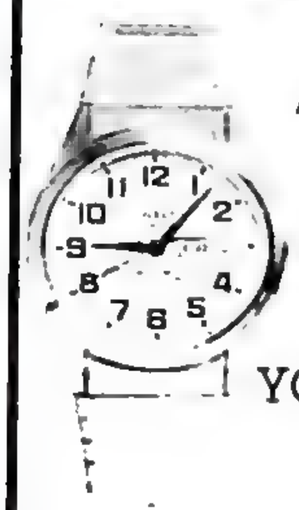

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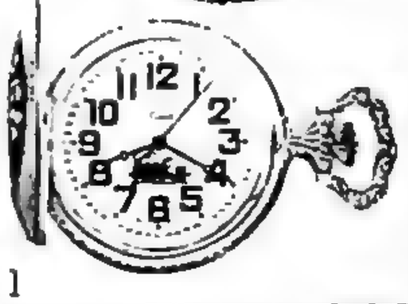

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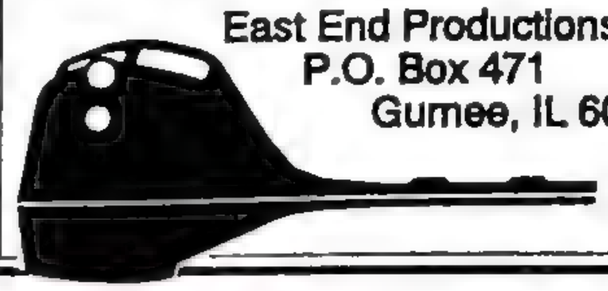

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sheds from down[illegible] on U[illegible]ay 2, but Harrop's high[illegible]e reve[illegible]isting nature of the tra[illegible] and [illegible]nner in which the snowsh[illegible] conform[illegible] both the curves and the difficult mountain terrain. Honorable Mention goes to Erik Coleman for his back cover shot of Wyoming deer posing proudly against a backdrop of loaded BN coal hoppers. Editor Boyd's favorites include Steve Patterson's awesome night shot of SD40-2s in deep snow in Denver at 2:30 a.m., and he agrees with Del Vecchio's choice of Glischinski's pair of green NW5s on a snow-swept wye in North Dakota.

Except for a handful of dark, soft or grainy pictures, the color reproduction is excellent throughout. From an artistic and marketing standpoint, the rather soft, nose-on front cover night shot of a helper idling at Essex, Montana, seems an odd choice when so many really nice action shots of BN at its best are included elsewhere in the book.

While the text deals with history, geography, operations and even freight train symbols, it is the photos that will keep you coming back. The images are varied in color and texture and played against each other to keep the viewer interested and intrigued while being informed. This is much more than a "once through" picture book. Much credit goes to author Glischinski along with editor/art director Mike Schafer, cartographer Brian Rutherford and production assistant Andy McBride for creating a timely, attractive album on America's biggest railroad — B.K.

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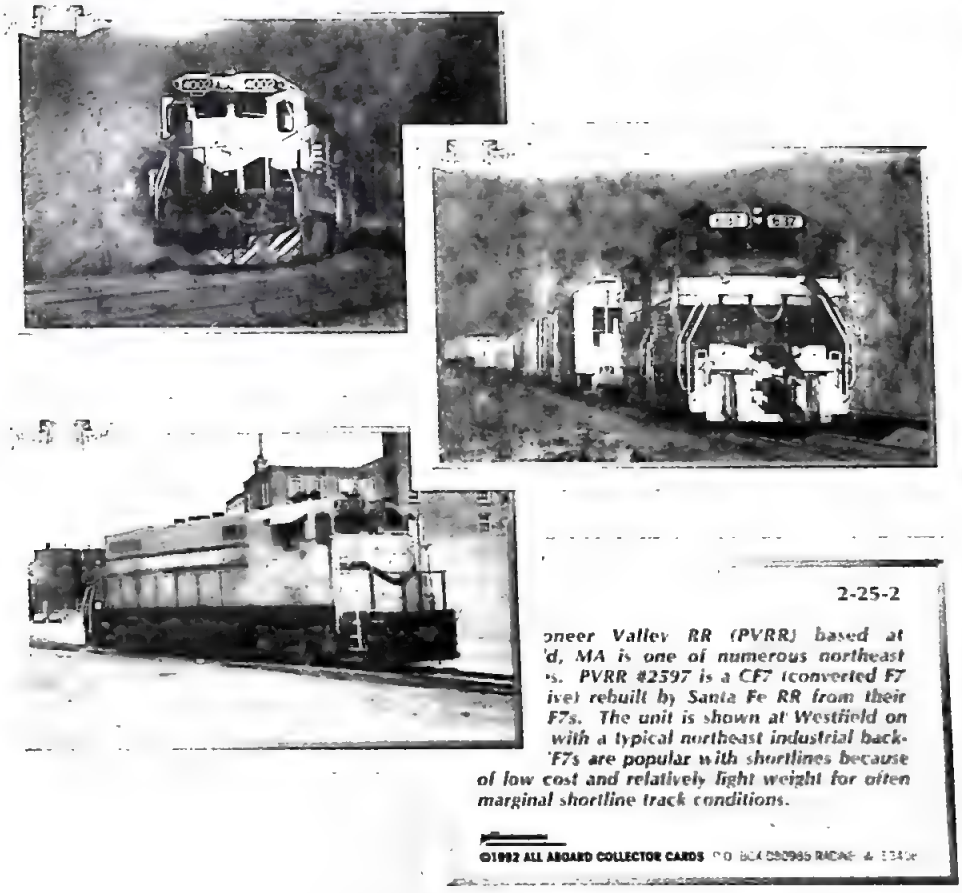
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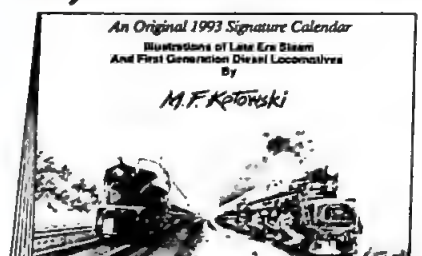

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sultant. He can rattle off as many industry statistics and observations as you need to convince you that he knows what he's talking about when it comes to eateries. From his home in Michiana (as in "southern Michigan-northern Indiana") Jake was, until recently, enjoying the rewards of his profession and attending local railfan events. Then he got a call early this year.

It seems that the board of the National New York Central Railroad Museum in Elkhart, Indiana, was discussing what could be done with a moribund restaurant that is part of its holdings. Elkhart was once home to extensive NYC yard and shop operations and is today a very important classification point for Conrail. Both restaurant and museum are located in downtown Elkhart just across the tracks from the city's Amtrak station, in and alongside the old Central freight house. The centerpiece of the restaurant is the last car of the museum's stationary three-car passenger consist, a matched set in the Central's famous lightening stripes paint scheme. Coming upon the scene from along the north side of Main Street, you'll appear to have momentarily stepped back to 1948. The train set looks for all the world like one of the Central's express flyers, sitting in the station awaiting signals for its final run to Chicago (though the discerning Central fan will know that beneath the paint the consist is actually of Rock Island and Illinois Central vintage). Despite the location and charm, however, the restaurant was not a draw.

In February 1992 the board turned to Jake for help. He saw the setup as an opportunity to bring his two loves together. It was a marriage made in heaven for anyone with an interest in trains, food and train food. In Jake's Junction he has created an atmosphere and a menu that are worth a five mile side-trip when cruising by Elkhart on Interstate 90, or better, a planned trip for one or for a group. One rock solid recommendation is apparent as you pull into the parking lot. Police cars and mail trucks there tell you it is where the most discriminating diners eat for the breakfast and lunch periods. Needless to say, perhaps, Central oldtimers abound. It is a place for train people to talk shop and for railfans to discreet[illegible]esdro[illegible]

Jake's menu reflects a concern for detail that will impress even the most fastidious diesel spotter. For example, if you hurry, Jake is offering a special menu in conjunction with museum's fall exhibit "Era of Elegance — the *20th Century Limited*" (through December 31, 1992). Featured in a replica of the *Century's* distinctive 1938 menu are three cuts of roast prime rib au jus, baked chicken breast stuffed with broccoli and cheese, Arctic white fish, a one-pound stuffed baked pork chop, and liver with onions and bacon — all prepared as they were by the New York Central's dining car department. Carrying realism to a degree that will warm a nostalgic heart, for dessert Jake recommends a baked cinnamon apple, Central-style: cored, filled with brown sugar and cinnamon red hots, baked to perfection and topped with whipped cream. He builds it around hand-picked Rome apples from the very orchard in Galien, Michigan, that supplied the Central's commissary from 1936 through 1971.

By year's end, Jake will introduce a new general menu featuring dishes from various railroad dining car departments. In January and February 1993, a mystery theater will be offered that will include dinner. Want another selling point? Jake specializes in heart-healthy cooking. Ask him for one his own creations, an absolutely delicious, fluffy, hot, oatmeal and raisin pancake. "One gram of fat, no cholesterol, 32 calories," Jake enumerates with obvious pride. It alone is worth a visit. If all healthful food were this good, dieting would not be a national fixation.

This comes to you in perhaps the perfect location for a rail-theme restaurant. Over "dinner in the diner," one can gaze out the large window at trackside on the well-maintained Elkhart train station. Air horns blow as dozens of trains pass each day — Conrail freights interspersed with Amtrak's *Lake Shore* and *Capital Limited*. The combined effect is to feel as though you're actually eating on a train and will be cleared shortly for departure. Over early breakfast, you could be on the famed *20th Century Limited* itself.

No alcoholic beverages are served. "That,"

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The facts: Jake's Junction, 721 South Main Street, Elkhart, IN 46516; telephone 219/522-4785. Tuesday through Saturday: 6:00 a.m. to 2:00 p.m.; Sunday: 7:00 a.m. to 2:00 p.m.; closed Mondays.

National New York Central Railroad Museum; 721 South Main Street, Elkhart, IN 46516; 219/294-3001. Tuesday through Friday: 10:00 a.m. to 2:00 p.m.; Saturday and Sunday: 10:00 a.m. to 3: p.m.; closed Mondays. Fall exhibit: "Era of Elegance — the *20th Century Limited*" through December 31, 1992.

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quite a lot of railroad action with passenger and freight trains plus rail trains and work-camps — and even a recreation of the classic photo of the driving of the golden spike with the *Jupiter* and 119. The transfer is excellent. 135 minutes, $49.95 plus $3.95 shipping (Calif. res. add 8.25% sales tax).

"The Maine Gateway," from Essex Productions, P.O. Box 277, Wenham, MA 01984; 800/992-9159, is a contemporary program from a brand new producer. It looks at Springfield Terminal and Conrail operations between Worcester, Mass., and the former Maine Central Rigby Yard in Portland, Maine. With Springfield Terminal's former Boston & Maine line being the major carrier of products in and out of Maine, ST's connection with Conrail and the west is very important. The show starts at Worcester and works its way to Maine showing a variety of trains at scenic locations and major points. The informative narration has a regional flair and it is quite intelligent, and occasional interviews with ST official Colin Pease adds a lot to the show. The video quality and the camera work are all very good with only one or two little framing mishaps that didn't get edited out. All-in-all, the show tells a good story and will be very helpful on my next outing into ST country. Motive power includes ST's diverse roster of generally clean SD26s, SD45s, GP39s and their distinctive former-MEC U18Bs, as well as Conrail's standard Boston & Albany fare of GEs new and old, including the new super cab Dash-8s and "Q-boats." 90 minutes, $39.95 plus $3.00 shipping (Mass. res. add 5% sales tax).

A program a little off the beaten path is **"How to Shoot Rail Video, with Bloopers,"** from Revelation Audio Visuals, 977 East Avenue, Tallmadge, OH 44278; 216/630-9817. Now, the "How to..." business is somewhat misleading in that the tape is not a step-by-step primer covering every aspect from buying the camera to finished editing. Rather, it appears to be an enjoyable look at some of the basics of shooting moving railroad subjects. The "How to..." portion is broken into chapters like framing and composition, human interest, planning the shot, etc., with live action to illustrate the points. And some of the live snippets are quite interesting, like CNJ F-units crossing the trestle over Lockwood Gorge on the High Bridge branch, and a former IC 2-6-0 shuffling on a

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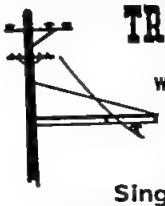

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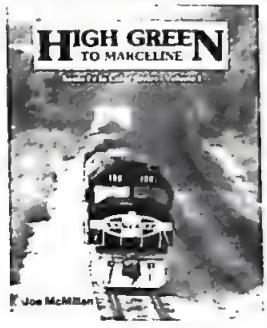

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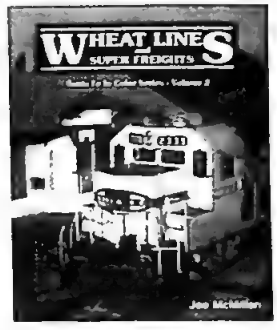

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branch line in 19[illegible]. some ca[illegible] lustrate "How not to. [illegible] amat[illegible] rrible footage turns am[illegible]. The blo[illegible] appear to be some of those fun clips of fil[illegible] and video from the cutting room floor that didn't get into the edited reels — camera goofs, railfan campsite antics, cameras left on then carried to the car and packed away, tripods that go awry as the train approaches, derailments, fans walking in front of unattended cameras, and so on. It's the kind of stuff that would be hilarious if it were your face and friends on the screen. 60 minutes, $29.00 plus $3.00 shipping (Ohio res. add 6% sales tax).

The Bush campaign train

David Goodheart, who authored the article in this issue on President Bush's campaign train across Ohio and Michigan in September, was shooting video on the chase, and it will be featured as a part of his upcoming productions on **"Specials, Extras and Business Car Trains."** Volume I, which will be released in December 1992, is a 57-minute tape priced at $29.95 that shows the CSX F-units in a variety of assignments and liveries, Santa Fe business trains in Illinois and Arizona, the Burlington Northern Executive F-units (and the CSX Fs on the BN), Conrail's E-units and business train, a variety of special Chicago Metra moves and even trains on the TP&W and Wisconsin Central. There is also some vintage material that includes a Reading FP7 on a governor's special.

The presidential campaign trains — which are still being operated at press time — will be featured in Volume II, which will also include the C&NW's Executive F-units and

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numerous Union Pacific special moves. Like Volume I, it will be approximately 50 minutes and sell for $29.95 (plus $3 shipping and handling) from Goodheart Productions, P.O. Box [illegible]-R, Chicago, IL 60647 (VHS or Beta; Ill. res. add 8% tax; Canadian $1 extra per item for postage).

Soldier Summit on video

Denver & Rio Grande Western's main line over Soldier Summit is one of the more spectacular areas of railroading in the West, and there are at least two videotapes from major producers on the subject. **"A Salute to Soldier Summit,"** from WB Video, P.O. Box 4593, Dept. R, Englewood, CO 80155; 800/448-3987, was shot during 1988 by Dave Gross, and it shows this famous mountain pass immediately before the D&RGW purchased the Southern Pacific. Motive power is still solid Rio Grande sets, and the Utah Railway was still happy with their fleet of used SD45s and F45s of SP and BN heritage. Amtrak trains appear occasionally, and the solid UP consists off the Pleasant Valley Branch are also well covered. Though the Rio Grande motive power is currently changing, this glimpse back only a few years does convey the feel of the busy line and the heavy trains. Coverage is from east to west in good sunlight, and the footage appears to be from a couple of trips. The show is professionally narrated, and the videography is top notch. 60 minutes, $39.95 plus $3.00 shipping.

A second program about this area takes a slightly different approach. **"A Day on Soldier Summit"** from Greg Scholl Video Pro-

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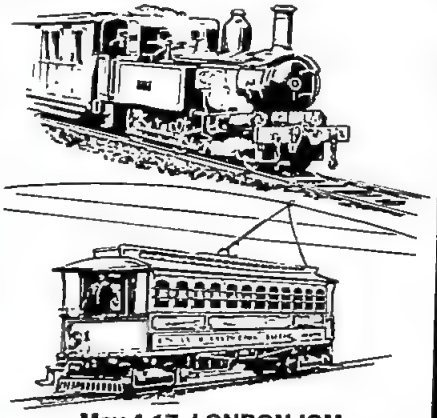

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ductions, P.O. Box 123, Batavia, OH 45103; 513/732-0660, is a documentary of one day's action in mid-1991, well after the Rio Grande/SP merger. Motive power in this program is still very much Rio Grande, but one of the more noticeable differences is the use of ditch lights on some of the locomotives, not yet in vogue when the WB Video program was produced. The footage here is well shot, and the coverage basically follows a couple of trains with others as they turn up — all in good weather with snow-capped mountains as a backdrop. In addition to Scholl's video standards and BetaCam equipment, Mark Hemphill of *CTC Board* Magazine helped with the scripting and research, and the show is well narrated. 30 minutes, $19.95 plus $3.00 shipping (Ohio res. add 6% sales tax).

Feature Reviews

"Geared Doubleheader," produced by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660, VHS, BETA and PAL formats, VISA and MasterCard accepted, 45 minutes, $24.95 plus $3.00 shipping (Ohio res. add 6% sales tax).

In addition to the scenic and occasionally pyrotechnic beauty of the Pacific Northwest there is a wealth of diverse and unique railroading activity, and visitors to Mt. Rainier National Park can acquire an education into the logging heritage of the region with a visit to the Mt. Rainier Scenic Railroad. By late 1992 or 1993 this line should boast one operational example of each of the major types of geared logging locomotives: Heisler, Climax and Shay. This will be a singular accomplishment in the arena of rail preservation, so far.

In this latest release from Greg Scholl Video Productions, we experience an April 1992 special doubleheader trip using newly restored Climax No.10 and Heisler No.91 over the 40-mile round trip from Elbe to Morton, Washington, on an old Milwaukee Road right-of-way (covered in the July 1992 RAILNEWS). We begin our tour at the Mineral Lake shops with a few interior views followed by some general outdoor scenes (including operating Alco S1 diesel No.30) and some solo runbys by Heisler 91 lettered for Mt. Rainier Scenic. We hear a brief history of the 91 from engineer Tim Daubert — a three-truck West Coast Special built in 1930, it ran in Oregon for Kinzua Pine Mills before retirement in 1961 and resurrection in 1980. After a brief cab ride to the shops, we are introduced to Hillcrest Lumber Climax No.10, also a three-truck, built in 1928 and used on Vancouver Island until retirement in 1968. A date-nail's view of the gear[illegible] the inspe[illegible]t in the shops as the e[illegible] passes o[illegible]d provides a unique m[illegible]ical pers[illegible].

Saturday is dev[illegible] coverage of the doubleheader with the Climax always in the lead. The infamous Northwest weather is present as clouds and occasional rain, but the strength of video technology is its ability to see through most of this. A good map introduces the route, and we are off on a multi-runby chase through the woods and up some 3% grades. The locomotives are worked quite hard and, as with all geared engines, they sound like they're going 60 m.p.h. while they creep by at 15 or so. Smoke effects are quite good and continuous, even though both are oil burners. An unexpected runby occurs as the 10 separates from the excursion train and pulls a string of log buggies out of the wye at Park Junction for a taste of "regular service" operation. The 3% grade of Mineral Hill provides a long, wide-open throttle runby at the siding there, followed by the descent into Morton in an across-the-valley view over recently logged acreage. After arrival at Morton, the locomotives are turned on the wye, and we experience more runbys of both engines hard at work on the return trip. The Climax and the open viewing car (cut-down from a regular passenger car, it seems) are removed at the shop as the Heisler brings the train into Elbe alone in the rain. About nine minutes of previews of seven of Greg's other tapes wrap up this offering. Though the jacket says 45 minutes, the actual program runs a few minutes longer, and the previews bring the total length to almost a full hour.

Fans of geared locomotives will appreciate the numerous runby mechanism closeups and the good stack talk. An insert with the review copy of this tape indicates that Greg has acquired a "Betacam SP" camera, considered state-of-the-art. I do see and hear noticeable technical improvements in both the visual and audio spectrums, the latter now in stereo. Camera technique consists of numerous pans, up-close runbys and judicious use of the zoom lens. The railroad's environs dictate that there are few distant scenic scenes as the line does run through the woods, but the views of the Climax counterweights speeding almost into orbit make up for the lack of variety out on the line. There are no special "Hollywood" trick effects here, just straight-forward shooting with improved map graphics. Narration is minimal, to the point and informative, but not perfect: No.10 was *not* the last standard gauge Climax built, and there are at least two other operating Climax locomotives in North America, not just one. The only complaints I might have are a waffling videography technique during the Heisler cab ride and the fact that the open passenger car is right behind

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the locomotives on the outbound trip, the latter literally out of Schoff's control.

This is a contemporary event tape with some historical and mechanical details included but no archival footage. If you have any interest in unique geared engines beyond the Shay types one can see elsewhere, this tape will give you a present day and comprehensive view of how they look and sound. It's also a good primer if you're contemplating a trip to the Mt. Rainier area. Now, about a Climax log-buggy charter during the winter with fresh snow and cobalt-blue skies... — TOM KELCEC.

"Mid-American Glory, Illinois Central," produced by Herron Rail Video, 2016 N. Village Ave., Tampa, FL 33612; 800/738-3886, VHS or BETA, VISA or MasterCard accepted, 52 minutes, $49.95 plus $3.50 shipping (Fla. res. add sales tax).

I readily admit to not being more than a casual observer of the Illinois Central. But I do know one of EMD's finest diesel passenger paint schemes when I see it, can readily pick out one of Paducah shops' distinctive sand domes a mile away, and, of course, recall that Casey Jones wrecked a Ten-Wheeler down Mississippi way in 1900. Perhaps this will permit me to be objective about this review, but I know a certain R&R editor will take the liberty to correct any glitches herein based on his strong affection for the "Main Line of Mid-America."

Eleven cinematographers (eight 16mm, three 8mm) contributed to this tape, which starts with a rare view of the original *Panama Limited* EMD three-stripe scheme and a brief view of the *Green Diamond* in the 1940s. From here we have a potpourri of main line steam and diesel action on various parts of the system, including engine terminal footage, arranged essentially in chronological order. Various classes of IC's handsome 4-8-2s are shown on the road and on the turntables of the Midwest (all 56 4-8-2s of the 2500 class were rebuilt by IC's Paducah shops from older 2-10-2s). Centralia, Ill., is featured with some Geep and 0-8-0 views. Cinematographer C.W. Witbeck covers the McComb, Mississippi, shop well, including the unusual 0-6-0 tank shop goat. In some very unusual and interesting footage, we also see an outrigger extension used to allow the 2500-class Mountains to use too-short turntables where replacement with longer bridges would be too expensive. Those who dislike canteens on present day fantrips will note their use in regular service on the IC. One distinctly IC scene shows a Paducah 2-8-2 on a stone train made up of composite gons like those the SP is still using for sugarbeet racks.

There are two wrecks covered in some detail in this tape. The first allows us views of two separate steam derricks, the second illustrates the retrieval of a dumped 4-8-2 from trackside. Glimpses of the handsome 2-10-2 "Central"-types appear in Louisville, and there are several sequences of the *Kentucky Cardinal*, including last runs in 1954 behind 1100-class Pacifics.

After the end of regular service steam were several fantrips, our coverage starting in 1957 with the horrendously trim-painted 4-8-2 2452 on a Louisville-to-Central City run. Scenes at the Central City engine terminal including other resident power, however, are particularly nice. Three fantrips with 4-8-2 2613 are covered, including its famous run on the L&N. Servicing shots of steam fantrips in the 1959-1960 era indicate the chore is simplicity (compared to today) with regular coaling and other facilities still in use. After the fantrips, we switch to 20 minutes of diesel action, starting with the *City of Miami* and the *Seminole* in 1960. Much of this early diesel footage appears to be 8mm, and not all of it is superior quality. Narration here is particularly helpful, detailing the history of these two trains and their runs. Brief glimpses of Birmingham's station confirm it was a disaster to tear it down. As we march through time, there are numerous runpasts of the *City of New Orleans*, the *Seminole*, *City of Miami* and *Governor's Special*, as well as the *Shawnee*. Various motive power and consists are evident as American passenger train travel makes its transition from heyday to Amtrak ownership. There are several very nice scenes around Gilman, Ill., of the *City of New Orleans* and *City of Miami*. As the tape draws to a close, we see several paint schemes on freight units (but none of the Paducah diesel rebuilds) and some quick appearances of electric commuter service in Chicago.

Technical quality of the visual portion of this tape varies from fair to excellent, reflecting the quality of the original 8mm or 16mm footage. Some of the coverage is black and white. Due to the number of contributors, the shooting styles vary, also from fair to very

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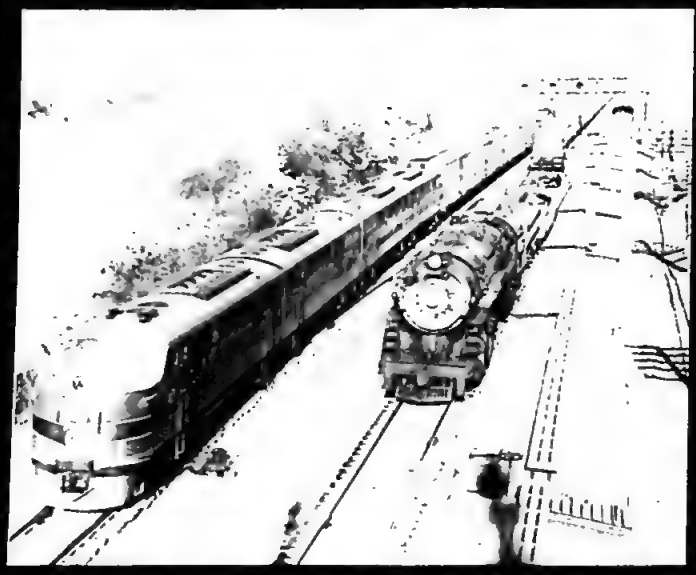

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good. The usual [illegible] attention [illegible] and dubbing and info[illegible]e narra[illegible] vident, as is a good t[illegible]fer of film[illegible]go. There are some sequences that suffer from marginal exposure and/or color, but the majority of images are first rate.

As David P. Morgan once wrote about IC steam, "Dig Those Domes!" Paducah was a major rebuilder of home road steam starting back in the 1930s, and even continued their penchant with diesels in more recent times (dig those air intakes!). DPM thought IC's steam power "forbiddingly severe in both outline and detail. What really hurts are those domes." Judging by this tape, I say IC steam looks just fine — TOM KELCEC.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

BLOOMINGTON, ILLINOIS, through May 1993. McLean County Historical Society's museum exhibit "What's that coming down the line? The Railroad in the American Mind." Also special events, photo contest, films and a concert. Exhibit open Monday through Saturday 10am-5pm, until 9pm on Tuesdays. Admission $2, Tuesdays free. Contact: Mike Matejka, McLean County Historical Society, 200 N. Main Street, Bloomington, IL 61701, 309/827-0428.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (313/399-7963) is sponsoring the following excursion:

December 5, Birmingham, Michigan, to Frankenmuth/Crossroads Village Festival of Light on charter bus, with narrow gauge steam train ride behind D&RGW K27 2-8-2 464, dinner and shopping. Call for fares.

WHIPPANY, NEW JERSEY, December 6, 12-13 and 19-20. Santa Claus Specials powered by Morristown & Erie Alco diesels at the Whippany Railway Museum, 1 Railroad Plaza, Route 10 at 1, 2, 3 and 4pm. Adults $5, under 12 $2.50, babes in arms free. Ten-mile, 45-minute ride. Send check or money order with SASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. Indicate preferred date and time for excursion as well as alternate date and time. For information phone: 201/887-8177.

BOSTON, MASSACHUSETTS, December 12. "34th Street Express" chartered Amtrak shopper's special to New York City departing 7am, returning by 11pm. Adult $60, ages 5-16 $50, under 5 in lap free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

KEMPTON, PENNSYLVANIA, December 12-13. Santa Claus Specials on the Wanamaker, Kempton & Southern featuring steam locomotive and steam heated coaches. Trips depart 11:30am, 1, 2, 3 and 4pm on Saturday and 11am, noon, 1, 2,

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3 and 4pm on Sunday. Adults $4, under 12 $2. Contact: Wentzville or Kompton & Southern Box 24, Kempton, PA 19529, 215/756-6469

THE *RENO FUN TRAIN* January 15-March 26. Consist of twelve Amtrak Superliner and Santa Fe hilevel coaches plus private car *Native Son* departs Oakland, California, 16th Street Station at 6pm, with stops at Richmond, Martinez, Suisun and Sacramento before arriving Reno, Nevada. Return Sunday evening, except February 12-15 trip, which returns on Monday. Optional shuttle to Lake Tahoe via Truckee. Travel in safety and comfort over snow-covered Donner Pass while enjoying onboard music, two dance floors, prize drawings and more. Package fares $225-$369 per person double occupancy include *Fun Train* ride and onboard chicken dinner and box lunch, two nights lodging at hotel or resort of choice, shuttle between train and hotel and to nearby ski slopes. Luxury travel on *Native Son* $150 additional. For details, phone Key Holidays at 510/945-8938.

NEW YEAR'S IN ARIZONA December 31-January 3. Los Angeles-to-Flagstaff on Amtrak's *Southwest Chief*, charter bus Flagstaff-to-Clarkdale for ride on Arizona Central Railroad, overnight in Flagstaff, ride Grand Canyon Railway north and return by charter bus, Flagstaff-to-Los Angeles on *Southwest Chief*. From $299. Contact: Pacific Railroad Society c/o B.L. Sibert, 777-70 E. Valley Boulevard, Alhambra, CA 91801; 818/570-8651.

BOSTON, MASSACUSETTS, January 23. "Snowflake Special" chartered excursion to the Berkshires. Depart 8am, return 8pm. Choice of sleigh rides, tour of historic Deerfield or "mountain railroading" to Albany. Fares, including lunch and one activity: adult $60, ages 5-16 $45, under 5 in lap sharing meal with adult free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

CHATHAM, NEW JERSEY, February 20. **EastRAIL '93** multimedia slide presentations at Chatham High School, 255 Lafayette Avenue. Professional quality dual projector slide/sound presentations by top photographers. Included will be programs by Steve Barry, Doug Koontz and others, a 3-D show by Mitch Dakelman and feature presentation by Ted Benson on SP's sugarbeet trains. Hosted by R&R and *Railpace* magazines and sponsored by the Jersey Central Chapter NRHS. For times, ticket price and details, contact: JCRHS EastRAIL, P.O. Box 700, Clark, NJ 07066.

STOCKTON, CALIFORNIA, March 6. **Winterail '93** Railroad Photography Exposition and Railroadiana Show & Sale at the Scottish Rite Temple, 33 West Alpine Avenue, 9am-10:30pm. Featured photographers for this 15th annual show include Greg Brown, Phil Gosney, Glen Icanberry, John Kirchner, Robert Larson, Mitch Nelson, Jack Neville and Scott Snell. Show hosts Dave Stanley, Vic Neves and Brian Rutherford will also present shows. For ticket and general information contact: Vic Neves, Winterail '93, P.O. Box 23721, Oakland, CA 94623-9991. For Railroadiana Show & Sale information and table reservations contact: Dave Stanley, P.O. Box 30661, Stockton, CA 95213-0661.

CANADIAN SUPER TOUR March 24-April 24. Twenty trains on CN, CP, Algoma Central, BCR and ONR. Four transcontinental trips, Nova Scotia round trip, 2 mixed freights, 7 high-speed LRCs, northwoods RDC, 4 suburban systems, Toronto tower and trolleys, caboose and cab rides and more. $2993. Contact: T-Rail Train Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

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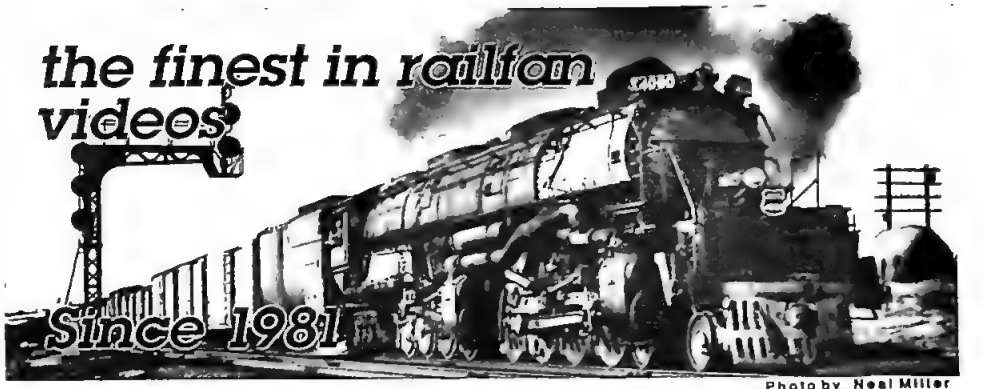

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☐ **Challenger '82** 55 min. $39.95
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☐ **Union Pacific 'Challenger' 3985** 55 min. $39.95
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☐ **Santa Fe's Raton Route** 1 hour 54 min. $49.95
Modern Santa Fe power against a panorama of the Old West! Action over Raton Pass, Las Vegas Sub, Glorieta Pass. #042

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☐ **Colorado's Colorful Joint Line** 60 min. $39.95
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☐ **Rails Along the Rockies** 60 min. $39.95
Four Seasons of Colorado Joint Line action featuring Burlington Northern, Santa Fe and Rio Grande . #031

☐ **Assault On Snow** 1 hour 12 min. $39.95
Wyoming & Colorado battles the blizzard of 1988. F-Units plow snow. U.P. Rotary 900080 attacks snow west of Laramie. #027

Rocky Mountain Railroad Club 16mm by Irv August

☐ **Steam Over Sherman** 54 min. $39.95
Journey to the 50's when Big Boys, Challengers, 4-8-4's and early diesels stormed over Sherman Hill. #011

☐ **Rio Grande of the Rockies** 60 min. $39.95
2-8-8-2's on Tennessee Pass. F-9's assisted by 2-8-8-2's to Moffat Tunnel. Narrow gauge K-27, K-28, K-36, K-37, 2-8-0 #268. Last train on Marshall Pass. #015

☐ **The Fifties Express** 52 min. $39.95
Steam, Diesel, Frt., Pass. B&O, PRR, NYC, MILW, NKP, WM, N&W, DM&IR, NP, CV, B&M, NH, CN, CP. #023

☐ **Silver Rails & Golden Memories** 1 hour 12 min. $39.95
Rocky Mountain Railroad Club excursions 1952-62. D&RGW N. G., C&S S.G., Great Western, Pikes Peak Cog., U.P. 4-8-4 #026.

☐ **The Milwaukee's Mighty Electrics** 40 min. $39.95
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☐ **The Last Steamers of the C& S** 52 min. $39.95
2-10-2, 2-8-2, 2-8-0 perform against a magnificent Rocky Mountain backdrop. Steam Rotary. 16mm by Dave Gross. #019

☐ **Diesels On The Union Pacific** 60 min. $39.95
1980's U.P. Diesel action on Sherman Hill including revival of DDA40X "Centennials". #013

☐ **Diesels on the Union Pacific..The Sequel** 60 min. $39.95
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☐ **Tehachapi Part I: The Santa Fe** 57 min. $39.95
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☐ **Tehachapi Part II: The Southern Pacific** 52 min. $39.95
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☐ **Diesels West** 55 min. $39.95
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☐ **Kindig's Diesels** 35 min. $29.95
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☐ **Allegheny Rails I: The Baltimore & Ohio** 55 min. $39.95
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☐ **Allegheny Rails II: The Western Maryland** 52 min. $39.95
Decapod 2-10-0, Challenger 4-6-6-4, H-9 2-8-0 , 4-6-2, Potomac 4-8-4, F-7, Alco RS2. Connellsville Main-Elkins Subdivision. #025

☐ **Blue Ridge Steam** 1 hour 22 min. $39.95
Norfolk & Western Y6 2-8-8-2, Class A 2-6-6-4, K Class 4-8-2 and famous "J" 4-8-4. Ride Powhatan Arrow in 1966. #035

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☐ **The Rio Grande Today** 2 hours $49.95
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☐ **Legend Of The Rio Grande Zephyr** 52 min. $39.95
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☐ **Snow Train: Rio Grande's Ski Special** 28 min. $29.95
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☐ **America On Rails (Section 3)** 37 min. $29.95
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☐ **D&RGW Narrow Gauge Freights** 60 min. $29.95
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☐ **D&RGW Narrow Gauge Stock Train** 60 min. $29.95
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☐ **Rio Grande of the Rockies** 60 min. $39.95
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☐ **Silver Rails & Golden Memories** 1 hour 12 min. $39.95
Rocky Mtn. Railroad Club Excursions 1952-62. D&RGW N.G., C&S S.G., Great Western, Pikes Peak Cog, U.P. 4-8-4. #026.

☐ **Narrow Gauge Vignette** 55 min. $24.95
2-8-0 #346 at Colo. RR Museum. Great Freight '79 on C&T with D&RGW #484. Durango & Silverton '82 Winter Excursion. #005

☐ **Rails Across The Summit** 28 min. $19.95
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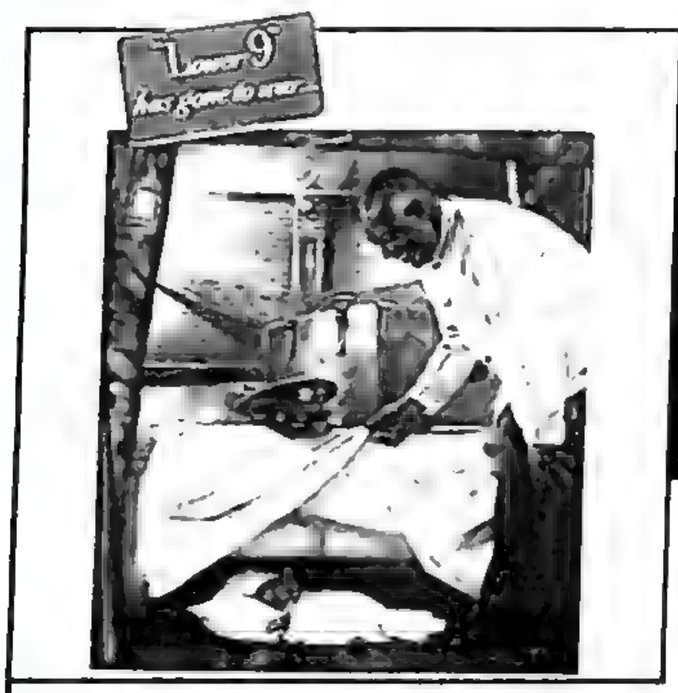

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The cover of the 1993 edition originally appeared on the 1943 C&O calendar, showing how Chessie had given up her berth for a soldier. This evocative painting was one of Chessie's many contributions to the home front war effort. Additionally, there are 12 other scenes in this 16-page appointment style calendar, including 3 newly created ones showing the C&O as it interchanged with other lines in the 1940s-50s, and other paintings of Chessie taken from calendars and advertisements of the 1930s-40s. This is the second in our series of historical calendars depicting Chessie, railroading's most endearing and enduring symbol.

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1992 calendars still available for *$6.95 postpaid* when ordered with the 1993 edition—in case you missed it for your collection!

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C&O Historical Society (Dept. RF)
P. O. Box 79 - Clifton Forge, VA 24422
(For Visa/Mastercard orders include number/signature, or call 1-800-453-COHS Mon-Sat. 8-5 to order.)

INTERNATIONAL TOURS

ALL OVER DOWN UNDER AUSTRALIA and NEW ZEALAND, February 1-March 1[illegible] guided tour with each [illegible] in 45 days, 4 gauges, 85% narrow gauge mixed plus [illegible] trolleys, suburbans and more. $8294 for air, rail [illegible] and road travel and some meals. For details contact: Trackpackers T-Rail Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Australia, Spring 1993, emphasis on travel by rail.

Zimbabwe & Zambia, July 24-August 7, famous ZimZam Garratt Steam Safari

AUSTRANSIT '93 March 20-April 28. Phenomenal tour includes standard, broad and narrow gauge rail operations plus such scenic wonders as Ayers Rock and the Great Barrier Reef. Travel the world's longest railway tangent, the zig zag incline up the Blue Mountains, the luxurious "*Ghan*" by night across the desert to Alice Springs, plus steam, tramways and much more. Fare of $5955 Australian includes travel, events, accommodations, transfers and tour guide but *not* air fare to and from Australia. For details phone: 61-3-725-8555 or write: Australian Electric Traction Association, P.O. Box 351, Kew, Victoria, Australia 3101 or Croydon Travel Centre, 34 Main Street, Croydon, Victona, Australia 3136.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

December 5-6, Phoenix, Arizona. Phoenix Civic Plaza, 225 East Adams Street.

December 5-6, Orlando, Florida. Central Florida Fair, 4603 West Colonial Drive.

December 12-13, Indianapolis, Indiana. Indiana Convention Center, 100 South Capitol Avenue.

December 12-13, Daly City, California. Cow Palace, Geneva & Santos.

December 19-20, Syracuse, New York. New York State Fairgrounds, State Fair Boulevard.

December 19-20, Puyallup, Washington. Western Washington Fair, 9th & Meridian.

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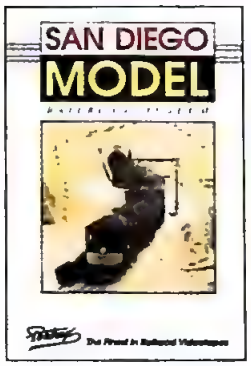
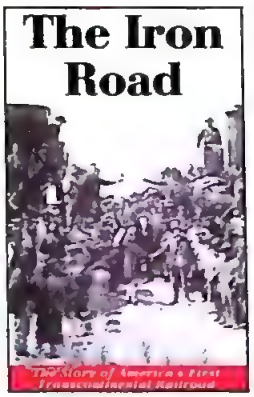
San Diego Model Railroad Museum



Come visit the largest indoor model railroad exhibit in the United States, located in San Diego's Balboa Park. Four permanent model railroads are on display: the O-scale Cabrillo & Southwestern, the N-scale Pacific Desert Lines, the HO-scale San Diego & Arizona, and the HO-scale Southern Pacific – Santa Fe Tehachapi Line. Here's your chance to get a detailed look at the craftsmanship that goes into creating a smooth-running and realistic model railroad. This exciting program brings it all right into your home, complete with music, narration, and dubbed-in railroad sound effects.

30 minutes **#PEN-SDMRR** **$19.95**

The Iron Road



Author and historian David McCullough hosts this award-winning documentary from the PBS series *The American Experience.* This chronicle of America's race to unite East and West by rail includes appearances by noted railroad historian and photographer Richard Steinheimer, and recounts the six years of harsh labor, searing heat, Indian attacks, and frontier lawlessness these railroad men endured to complete that visionary enterprise, America's first transcontinental railroad. **VHS Only.**

58 minutes **#SUB-IRON** **$19.95**

Forty Feet Below – *The Video*

Come along on a fascinating tour of the Chicago freight tunnels, back when tiny electric locomotives pulled trains of short, heavy cars through a maze of sharp curves and endless tunnels. You'll be amazed at the action that was taking place *below* the streets of the Windy City. Then, fast forward to 1992 - the tunnels have flooded the basements of Chicago's loop. We see repair crews at work today in those same tunnels, and talk with experts about the history and the problems of this forgotten labyrinth.

30 minutes **#PEN-TUNNEL** **$14.95**

Buttons and Rusty and a Special Christmas

Buttons and Rusty take a ride on the Christmas Tree Train and get lost in a magical store filled with hundreds of toys and games. A friendly Santa rescues them and helps them find their way back home. Color. **VHS Only.**

25 minutes **#CARTOON2** **$9.95**

Denver & Rio Grande – The Movie

This is one of Hollywood's great movies, mixing railroads, action, and romance. It's the story of the Denver & Rio Grande Railroad's battle for the Royal Gorge, and the building of this pioneer Colorado narrow-gauge line. Features extensive footage shot along the Durango to Silverton line, through the Animas River canyon. The Denver & Rio Grande Western provided the locomotives, the passenger and freight cars, and the crews. The unforgettable climax comes when a spectacular head-on train wreck occurs! Starring in this classic movie are Edmond O'Brien, Sterling Hayden, Dean Jagger, Laura Elliot, and Lyle Bettger; co-starring J. Carrol Nash, Zasu Pitts, and Tom Powers. Released in 1951 in full color, not rated. *Great Family Fun!* **VHS Only.**

90 minutes **#DRGMOVIE** **$12.95**

Last of the Giants – Union Pacific's Big Boys

It's the greatest railroad film ever produced, about the biggest locomotives ever built! Witness the mighty 4-8-8-4's of the Union Pacific, in the cab and trackside, plus the development of Union Pacific steam power leading up to these mighty articulateds. Originally produced by the Union Pacific Railroad, this film has it all! In full color, with stereo sound. Everyone will want a copy.

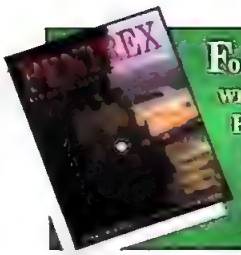
25 minutes **#BIGBOY** **$19.95**

Thomas the Tank Engine and Friends

Thomas Gets Bumped and Other Stories

Storyteller George Carlin. Join all your friends – Edward, Gordon, Percy, and Thomas for exciting new escapades on the Island of Sodor!

40 minutes **#TTT-BUMP** **$12.95**



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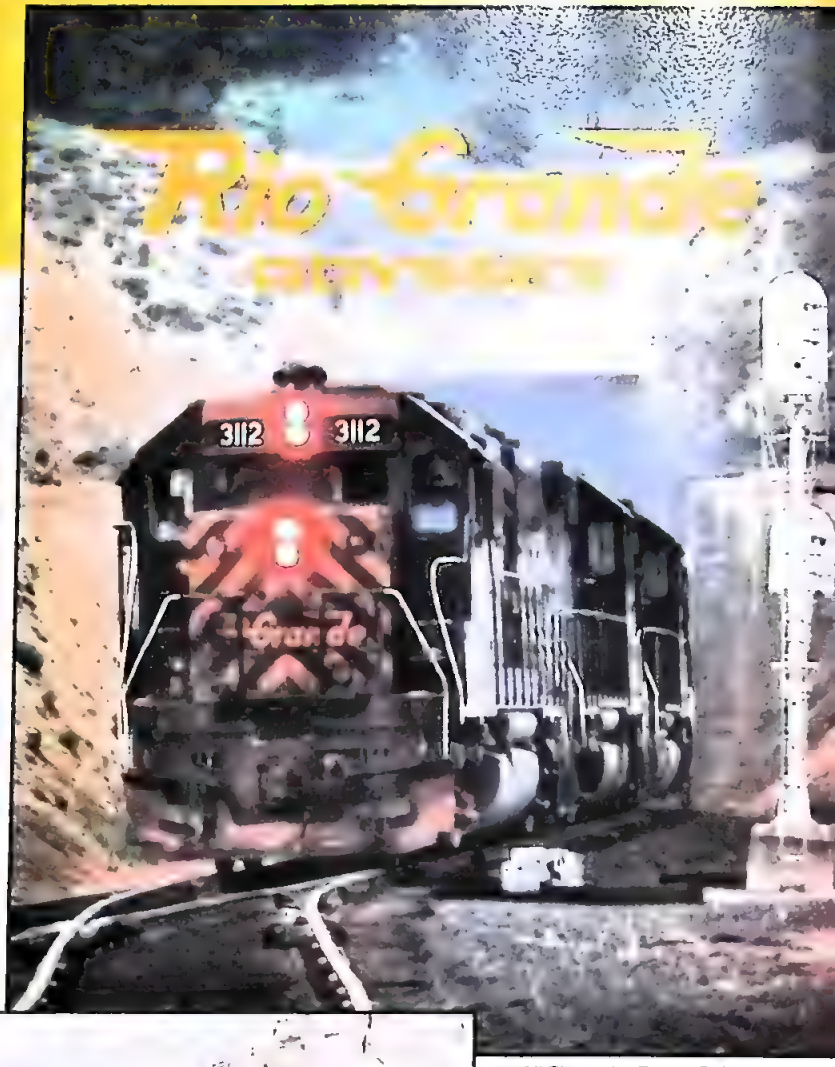
Green Frog Productions



All Photos by Emery Gulash

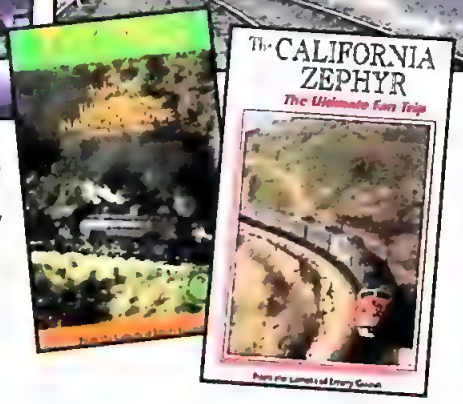
From the camera of Emery Gulash comes this spectacular multi-tape 2½ hour production of action on one of America's best loved railroads ... The Rio Grande. Filmed in the 60's and 70's and early 80's.

The action starts with first generation F-units and Geeps, and includes action of the California Zephyr as well. You will also see more passenger action at Denver's Union Station.

Narrow gauge steam action combines with standard gauge early diesels at Alamosa and Antonito. You will also witness steam with the Colorado & Southern on their isolated Climax Branch out of Leadville, accessible only by way of the D&RGW line.

Just some of the locations and action we'll see are: Soldier Summit (where we'll see a Utah Railway coal train); Moffat tunnel at both East and West portals; A Limestone run to Monarch Pass; BN at Leadville; Grand Junction; Tennessee Pass as well as other locations.

This tape, combined with other Emery Gulash tapes on The California Zephyr and many narrow gauge tapes of the Rio Grande, offers the railfan one of the most complete video series available on this railroad.



Full Color, STEREO Hi-Fi sound — by far the **best** in the railfan industry 2½ hours, two tapes ... Retail $79.95. ON SALE until January 15, 1993 for ONLY $74.95

Purchase an excellent sampling of the Rio Grande of the 60's and 70's, buy the Rio Grande Odyssey at $74 95 and get our most popular passenger tape **The California Zephyr** and our most popular narrow gauge tape **The Best of Narrow Gauge** (from our **Top Frog Series**) at considerable savings. (See descriptions of these two tapes adjacent to their photos)

Professional quality videos since 1983, and the best service in the industry.

With purchase of Rio Grande Odyssey: pay ONLY $29.95 for the **California Zephyr** (retail value $49.95)

Thrill to a complete trip on one of America's most favorite trains back in the 60's. Gleaming stainless steel cars, F-7's and "E" units; on and off the train, and an incredible cab ride West from Denver and into the Rockies. Ride and follow the "Cal Z" all the way to San Francisco! 70 minutes, STEREO Hi-Fi, Full Color.

With purchase of Rio Grande Odyssey; pay ONLY $24.95 for the **Best of Narrow Gauge** (retail value $34.95)

Emery Gulash chased and photographed a great deal of the narrow gauge portion of the Rio Grande in the early 60's to the mid 70's. Many volumes are available from Green Frog, and we've taken the very best of the best and put them into this grand and glorious tape of action on all the operating narrow gauge of that time! 60 minutes, STEREO Hi-Fi, Full Color.

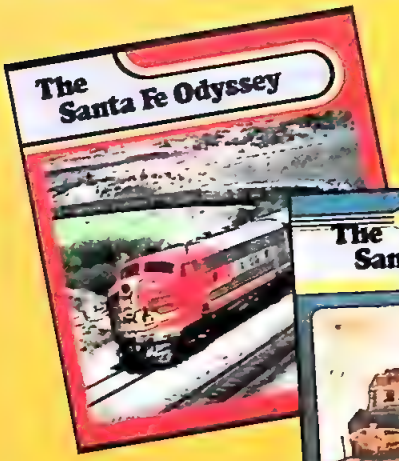
Green Frog Productions

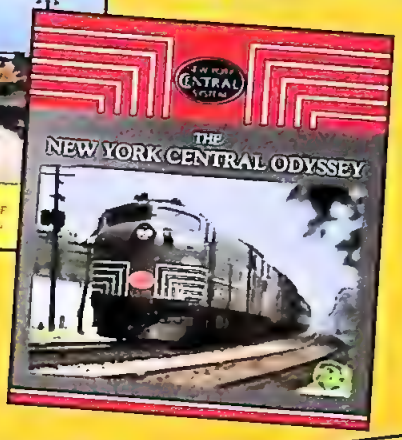
Just in time for Christmas, Green Frog brings you a spectacular series of video tapes priced for Christmas giving (even to yourself!) Just choose from our most popular series of tapes, and give that someone a special railroad Christmas they won't forget!

Beginning in the mid-80's, Green Frog began releasing tapes in the Odyssey series from world renowned 16 mm photographer, Emery Gulash. All these two tape sets have become collectors items by many railfans around the world!

Union Pacific Odyssey

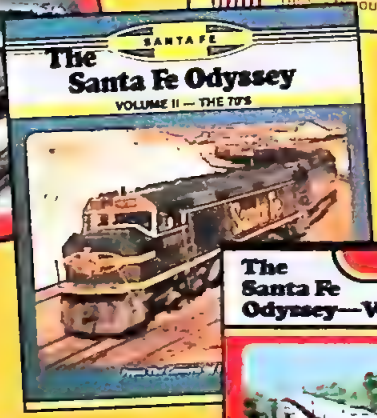
Two hours of spectacular railroading from the early 50's through the early 60's. Turbines, "E" units and early Geeps plus STEAM. Retail $79.95

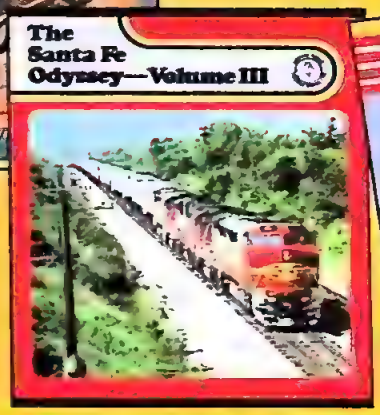




New York Central Odyssey

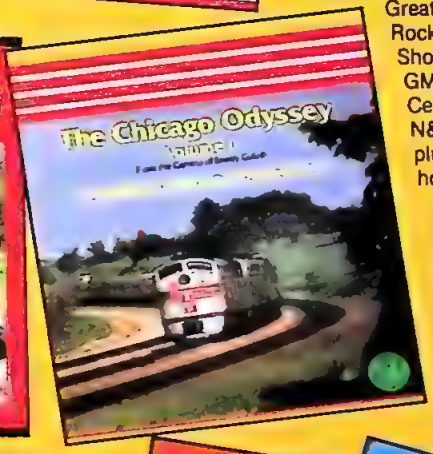
2½ hours covering from 1952 until the merger into Penn Central. See the last of steam, Centipedes, Baldwin Sharks, early Alcos, Geeps, FM's, action along the electric Corridor, and much more. Retail $79.95





Sante Fe Odyssey (Volumes I, II & III)

Three volumes, two tapes each. Operations from the early 50's and into the 70's, and then in 1991 on the Chicago to Kansas City Division. Volumes I & II cover action from Chicago to as far as the West Coast.
Volume I ... Retail $99.95
Volume II ... Retail $79.95
Volume III ... Retail $79.95



Chicago Odyssey

Action in the 50's and 60's in and around Chicago. See Santa Fe, CB&Q, Northern Pacific, Great Northern, C&WI, Rock Island, North Shore, Grand Trunk, GM&O, Illinois Central, Monon, N&W, and C&EI plus more. 2½ hours. Retail $79.95

Heritage Series

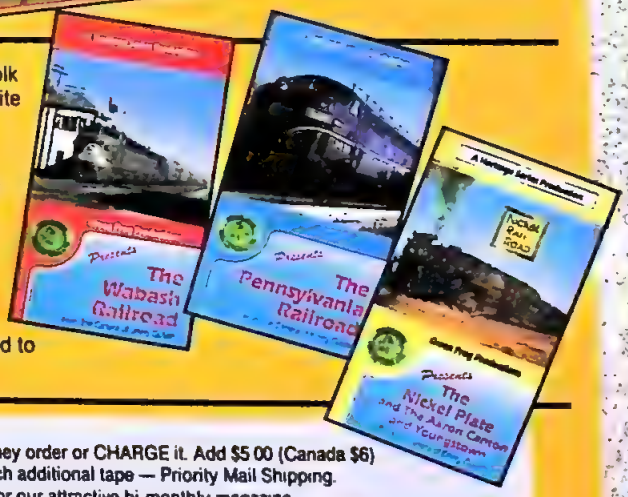
In 1991, we released our first in the Heritage Series, depicting fallen flags of yesterday. This series is eagerly collected and sought after since its inception.

Now, for Christmas, you can save handsomely on tapes from this series. Look over the selection now, and get your order in **early** ... at these prices, they may be hard to keep in stock!

Wabash Railroad ... from 1954 until the merger with the Norfolk & Western, here is classic coverage of one of America's favorite railroads. First generation diesels and plenty of passenger trains ... 60 minutes ... Retail $49.95

Pennsylvania Railroad ... From 1952 until the merger with the New York Central, this tape covers the end of steam and classic first generation diesels ... 60 minutes ... $49.95

Nickel Plate Railroad ... From the end of steam into early diesels, you'll marvel at this classic! Great Berkshire shots at speed, Alco PA's, GP-9's as well as a short tribute to the Akron Canton and Youngstown, a short line which connected to the Nickel Plate ... 45 minutes ... Retail $34.95



Here's our Christmas SALE:

Purchase *any one* Odyssey or Heritage tape on this page and take off 10%; *any two* and take off 15%; *any three (or more)* and take off 20%

Send check or money order or CHARGE it. Add $5.00 (Canada $6) plus $1 for each additional tape — Priority Mail Shipping.
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January 2-3, Houston, [illegible] George R. [illegible] Center, 1001 Convention Center [illegible].

January 9-10, Tulsa, [illegible] Tulsa Convention Center, 100 Civic Center.

January 16-17, St. Louis, Missouri. Cervantes Convention Center, 801 Convention Plaza.

January 23-24, Atlanta, Georgia. Georgia International Convention & Trade Center, 1902 Sullivan Road.

January 23-24, Salt Lake City, Utah. Utah State Fairpark, 155 North 1000 West.

January 30-31, Oakland, California. Oakland Convention Center, Broadway & 10th Street.

January 30-31, Indianapolis, Indiana. Indiana State Fairgrounds, 1202 East 38th Street.

February 6-7, Fort Worth, Texas. Fort Worth/Tarrant County Convention Center, 1111 Houston Street.

February 6-7, Pomona, California. L.A. County Fair & Expo Complex, White & McKinley avenues.

February 13-14, Cincinnati, Ohio. Cincinnati Convention Center, 6th & Elm streets.

February 20-21, Nashville, Tennessee. Nashville Municipal Auditorium, 417 4th Avenue North.

February 20-21, San Diego, California. San Diego Concourse, 202 C Street.

February 27-28, Columbus, Ohio. Franklin County Veterans Memorial, 300 West Broad Street.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adult, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Timonium, Maryland, December 5-6, Timonium Fairgrounds.

Philadelphia, Pennsylvania, December 12-13. Philadelphia Civic Center.

Virginia Beach, Virginia, January 2-3. Virginia Beach Convention Center.

Tampa, Florida, January 2-3. Florida State Fairgrounds.

Pompano Beach, Florida, January 9-10. Broward Community College North.

Atlanta, Georgia, January 16-17. Atlanta Expo Center.

Edison, New Jersey, January 23-24. Raritan Center Expo Hall.

Jacksonville, Florida, January 23-24. Prime F. Osborn Convention Center.

Monroeville, Pennsylvania, February 6-7. Pittsburgh Expo Mart.

Richmond, Virginia, February 13-14. Virginia State Fairgrounds.

Buffalo, New York, February 21-22. Hamburg Fairgrounds.

OKLAHOMA CITY, OKLAHOMA, December 5-6. Annual OKC Train Show at Oklahoma State Fairgrounds Transportation Building, 9am-5pm Saturday, 11am-5pm Sunday. Admission $3. Dealer and swap space available. Contact: Ed Birch, Jr., 1313 W. Britton Road, Oklahoma City, OK 73114.

CLASSIC TRAINS & EXHIBITIONS will host its train show at the following locations on dates shown. Admission $2, under 13 free, tables $15-20. For more information, contact Jon Emil Ulbright and Glenn Groff, 3385, Brigadoon Circle SW, Dalton, OH 44618.

Massillon, Ohio, December 6, Massillon Knights of Columbus Hall, Cherry Road NW.

Youngstown, Ohio, December 13, Holiday Inn Metro Plex Centre, I-80 & Belmont Avenue.

Akron, Ohio, December 20, Tadmor Temple, 3000 Krebs Drive.

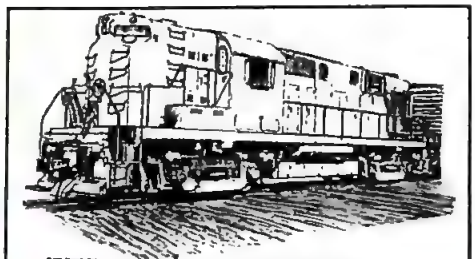
Marietta, Ohio, December 27, LaFayette Hotel, I-77 & Route 7.

Canton, Ohio, January 30-31, Canton Centre Mall, 4000 W. Tuscarawas.

New Philadelphia, Ohio, February 14, Kent State University Student Union, University Drive.

ELMONT, NEW YORK, December 6 and January 10. St. Vincent DePaul Parish Train Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Admission $5, under 12 free with adult. Contact: Frank Deorio, 1500 DePaul Street, Elmont, NY 11003; 516/352-2127.

WILLIAMSPORT, PENNSYLVANIA, December 6. Whistle Stop Train Meet at Raytowne Mall on Cemetary Street, 9am-3pm. Adults $2, under 12 free, family $3. Contact: Jim Stabley, 721 W. 3rd Street, Williamsport, PA 17701; 717/326-4280.



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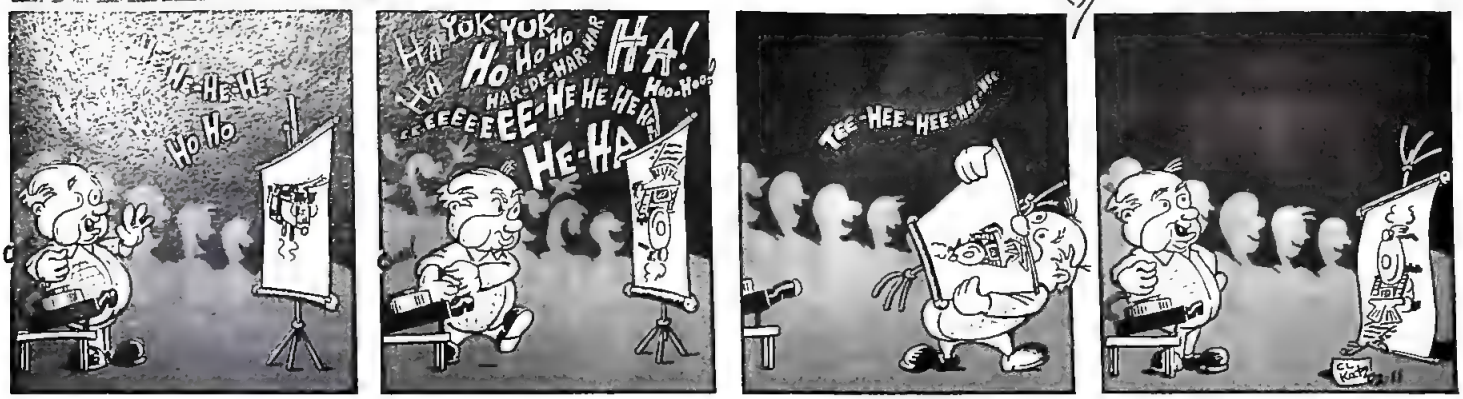

FREDERICK, MARYLAND, December 13. Frederick Train & Toy Show at Independent Fire Co., Baughmans Lane, 10am-3pm. Admission $3, children free. Contact: Rich DeLong, 301/848-5458.

WALLINGFORD, CONNECTICUT, December 20, January 17 and February 14. New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

N.H.S. SHOWS, 747 Milford Point Road, Milford, CT 06460 (203/783-9603) will be held at the following locations on dates shown 9am-3pm. Adults $4, $2 each additional.

Stratford, Connecticut, December 27 and January 31. Stratford Armory, Exit 51/52 off Merritt Parkway.

FRANKLIN SQUARE, NEW YORK, December 27, February 21 and March 21. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin, NY 11010; 516/775-4801.

ATLANTA, GEORGIA, December 27. Atlanta Train, Toy and Railroadiana Show & Sale at Marriott Hotel Gwinnett Place, 1775 Pleasant Hill Road, Exit 40 off I-85, 10am-4pm. Adults $3, ages 6-12 $1, family $6. Contact: Atlanta Model Train Shows, P.O. Box 360033, Decatur, GA 30036; 404/987-2773.

TRAINMASTER OF CLEVELAND, 9695 Chillicothe Road, Kirtland, OH 44094 (216/256-1749) will host hobby shows at the following locations on dates shown, 10am-4pm. Adults $2.50, students and seniors $2, family $5.

Westlake, Ohio, January 3. 1100 Crocker Road.
Euclid, Ohio, January 10. 651 East 222nd Street.
Eastlake, Ohio, January 24. 34041 Stevens Boulevard.
Parma, Ohio, February 7. 6285 West 54th Street.
Kirtland, Ohio, February 20. 9152 Chillicothe Road.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following train and hobby shows on dates shown. Admission $3, 12 and under free.

Fayetteville, North Carolina, January 3. Charlie Rose Expo Center off Highway 301 South.

Concord, North Carolina, January 30. National Guard Armory, Highway 49 & Old Charlotte Road.

Charlotte, North Carolina, February 13-14. Grady Cole Center, 310 N. Kings Drive.

PARMA (CLEVELAND), OHIO, January 9. Swap & Shop at UAW Hall, 5615 Chevrolet Boulevard, 10am-4pm. Admission $3, early admission (8:30am) $6, late admission (noon) $2, ages 6-15 $1. Contact: Lewis Warren, 15313 Willman Avenue, Cleveland, OH 44135; 216/676-8120.

FAIRMONT, MINNESOTA, January 9-10. Sisseton Sioux Transportation Company Hobby & Railfest '93 at Fairmall Shopping Center, 9am-5pm Saturday, noon-4pm Sunday. Admission to operating layouts $1, swap tables $10. Contests. Contact: Don Oechsle, 838 So. Park, Fairmont, MN 56031; 507/235-5595 days, 507/235-5026 evenings.

GILBERTSVILLE, PENNSYLVANIA, January 10. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

ITASCA, ILLINOIS, January 16. Windy City Railroadiana Show at Itasca Holiday Inn, Irving Park Road & Route 53, 10am-3pm. Admission $2, under 12 free. Contact: John Havlir, 2635 N. Drury Lane, Arlington Heights, IL 60004; 708/255-0371.

FALL RIVER, MASSACHUSETTS, January 17. Sixth Annual Railroad Show at Municipal Veterans Memorial Armory, 72 Bank Street, 10am-4pm. Adults $2, ages 5-12 50c, under 5 free with adult. Contact: Jay Chatterton, Old Colony & Fall River Railroad Museum, P.O. Box 3455, Fall River, MA 02722-3455; 508/674-9340.

WHEELING, WEST VIRGINIA, January 23-24. Oglebay Resort Train Show at Wilson Lodge, 10am-5pm Saturday, 10am-4pm Sunday. Adults $4, ages 6-12 $1. Admission includes discount ticket for huge layout at Good Zoo. Contact: Mike or Chris, Benwood-McMechen Train Shop, 3rd & Marshall, McMechan, WV 26040; 304/233-2040 or 304/232-9657.

RALEIGH, NORTH CAROLINA, January 23-24. 12th North State Train Show at North Carolina State Fairgrounds off I-40, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4, ages 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

WEST SPRINGFIELD, MASSACHUSETTS, February 6-7. Railroad Hobby Show at Eastern States Exposition Better Living Center on Memorial Avenue, 10am-5pm. Admission $4, ages 5-12 $1, under 5 free. Contact: Robert A. Buck, Amherst Railway Society, P.O. Box 718, Warren, MA 01083-0718; 413/436-5318.

NEW CASTLE, PENNSYLVANIA, February 7. 4th Annual Penn-Ohio Train Expo at Scottish Rite Cathedral on Lincoln Avenue, 10am-4pm. Admission $3, under 12 free. For details phone: 412/667-7448.

GILBERTSVILLE, PENNSYLVANIA, February 21. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7 Box 792, Boyertown, PA 19512; 215/367-7857.

RICHMOND, INDIANA, February 21. Bill Hime Memorial All Train Flea Market at National Guard Armory, 1200 West Main, 10am-3pm. Railroadiana, antiques, tinplate, models in all scales, food and drink. Admission $2, under 12 free with adult, tables $10 in advance. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

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RAILROAD AVENUE ENTERPRISES

Transit Currents

Get the Commuter

Our far-ranging reporter, Charles Bogart, finds that there are many places in the country where serious efforts are being made to get commuters out of their cars. For instance, rail commuter service between Seattle and Tacoma got a boost in July from the House of Representatives Appropriations Committee when $18 million were earmarked for a commuter rail service between Seattle and Tacoma. That's about 25% of the costs that are expected to put the service on the line.

The Washington State Ferry Service, which offers a very extensive ferry service across Puget Sound to a variety of places, is pushing hard to move people rather than cars. There is a likelihood of more passenger-only terminals being developed as the ferry service works with local governments and transit operators to get more people into buses or other high-occupancy vehicles. The goal is to make ferry walk-on passengers a major part of the patronage. A steadily growing array of bicycle commuters are using the ferries, who are being encouraged.

Yellowstone National Park, besieged by an expected three million visitors in 1992, is seeking ways to control and manage automobile traffic. Major transportation studies are being carried out by the National Park Service at Yosemite in California, Denali in Alaska and in Yellowstone. One option may be the use of some sort of transit to convey visitors around the park rather than having them drive their cars and campers. A monorail is one suggestion to serve the people at Yellowstone.

While Louisville, Kentucky, is far from the largest city in the country, it experiences traffic jams just like every other major city. Local leaders are considering the use of the many rail lines that radiate out of downtown Louisville and almost form a grid in the area. Commuter rail service may be a practical option in the future of the Kentucky metropolis.

Expansion of MARC service in Maryland, the new Virginia Railway Express commuter rail service in northern Virginia, and the resuscitation of the Old Colony Line in the Boston area show increasing action to get travelers out of their automobiles. Thanks again to Charles Bogart.

Baltimore Extends Light Rail Line

The Baltimore Central Light Rail Line was extended south 3.2 miles to Patapsco Avenue with service inaugurated on August 30, 1992. The stations beyond Camden Yards are Westport, Cherry Hill and Patapsco Avenue, and the extension features a 4200-foot-long bridge over the middle branch of the Patapsco River. As the light rail cars make their way across the bridge, riders are offered a splendid view of Camden Yards and the Baltimore skyline.

It is expected that the extension will boost the ridership on the Central Rail Line, which has averaged about 5000 passengers a day since it began full service on May 17. It is anticipated that 33,000 daily riders will be carried on the trolley system when it is finally completed in 1995.

Lots of riders are the problem for MARC, the Maryland Rail Commuter Service, which is being overcrowded with too many riders and has also been plagued by late trains. The head of MARC rail service was fired because trains were operating at no better than 80% on time for a while. In one bad example, the twelve-hour law caught up with the engineer on a baseball special hauling Orioles fans back to Washington in the wee small hours. The Union Station-bound fans cooled their heels for an hour and 45 minutes at Ivy City before a relief engineer showed up to take them into Union Station. Some people did not get home until almost 6:00 a.m.

Thanks to Marion J. Zych for the information.

Hoosier Traction Meet '92

The 9th annual Hoosier Traction Meet took place in Indianapolis from September 11 to 13, 1992. While it was an eclectic collection of programs as usual, the main subject was the Chicago South Shore & South Bend Railroad.

On the afternoon of Friday, September 11, swap and sales tables were open. After dinner, yours truly gave the news of what's going on in rail transit around the United States and Canada. That was followed by Bruce Moffat, who gave an interesting illustrated talk based upon his excellent book, *Forty Feet Below*, about the Chicago Tunnel Railway system. Then Doc Blackburn and Steve Davidson showed some of their Monongahela West Penn films, as well as some Indiana Railroad footage.

Saturday dawned with Walter Keevil showing a film put out by the South Shore Line back in 1927 to boost the city of South Bend and the railroad that linked South Bend with Chicago. Then the story of the South Shore was told by Roy Benedict, Norm Carlson and George Krambles, taking the roles of people involved in the South Shore.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Out of His Car

This included the history of the Chicago, Lake Shore & South Bend told by Roy Benedict in the role of C.N. Wilcoxon, president of the railroad.

Later on there were films showing the South Shore renaissance by Samuel Insull during the '20s. Bill Janssen discussed his view from the Shops on mechanical conditions of the venerable fleet of traction orange cars purchased by Insull in the late 1920s. Richard Bunton, who spent 40 years as an employee and official of the South Shore, shared his experiences, particularly when the South Shore was owned by the Chessie System. Bill Warrick had some splendid movies of the South Shore over the years. John Darling reviewed the time when the Venango River Corporation owned the South Shore. Finally, Jerry Hanas talked about what is going on today and tomorrow on the South Shore, including the extension into the airport and the new ticket-issuing machine that has been developed.

There was much more. Doc Blackburn showed some films taken of the Illinois Terminal 50 years ago that got the juices flowing. For anyone interested in traction, the 10th Annual Hoosier Traction Meet should be something to put on your calendar for the weekend after Labor Day in 1993. The tentative subject is the Cincinnati & Lake Erie Railroad.

Flashes

Historians are asked to submit outlines of proposed professional papers on the **HISTORY OF THE ELECTRIC INTERURBAN RAILWAY** to be presented in October 1993 at a symposium sponsored by the Bay Area Electric Railroad Association (P.O. Box 192986, San Francisco, CA 94119-2986). The call for papers was issued by Professor George H. Hildebrand, chairman of the October 15, 1993, session. Historians are invited to prepare professional papers on interurbans, including their past, their future, their technology and their place in modern surface transportation. Preliminary outlines are due February 15, 1993, with the final draft submitted by July 21, 1993. Outlines should be sent to Professor Hildebrand at 3120 Ptarmigan Drive, No.1, Walnut Creek, CA 94595.

Only 74% of the **MARYLAND RAIL COMMUTER** (MARC) trains arrived on time in July 1992. That's pretty bad, but August was considerable better with 84.5% of the MARC trains on schedule. The goal of 95% on-time performance remains elusive. Part of the problem is the heavy use made of the trains.

MARION J. ZYCH

WITHIN SIGHT OF BALTIMORE, an MTA Central Light Rail line car crosses the impressive bridge over the Middle Branch of the Patapsco River, heading south to Patapsco Station on September 23, 1992.

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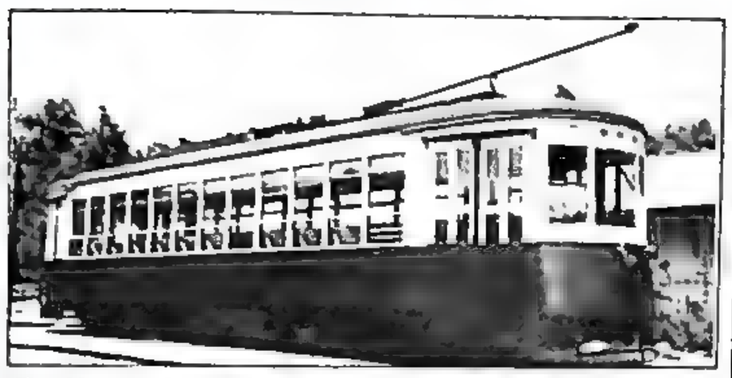

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BY J. M. BOYD

Goodbye 16mm movies, hello Hi8 video

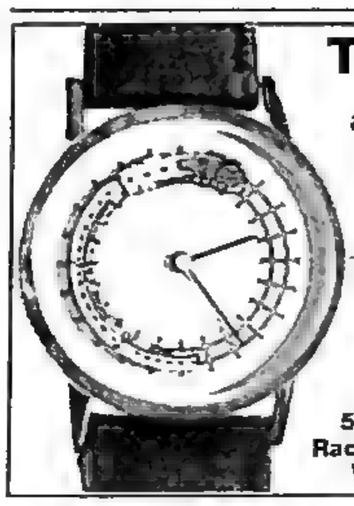
GUEST COLUMNIST: PRESTON COOK

On more occasions than not, Editor Boyd has given me some good advice, and one of the best recommendations he came up with recently was suggesting that I change over from 16mm Kodachrome movies to Hi8 video. Putting the 16mm Bolex camera back in its deteriorated case for the "last" time brought back the same kind of nostalgic feeling as when I parked my '55 Pontiac in the garage to save it for "special" occasions. The '55 hasn't gotten out of the garage since — and I don't think the Bolex will see a revival either. They were great pieces of machinery in their day, but they were also a real chore to use and a lot of work keep running properly as they got older.

I started taking 16mm movies more than 20 years ago, after I tried and was disappointed with 8mm film. My camera was a second-hand unit, purchased from the local camera store which had obtained it from a closed television station in my hometown. With only one running-maintenance overhaul (which is a pretty good record for a Bolex in 20 years of shooting), it did a fine job with a tremendous volume of film. We estimated one time that it would take about five days of full-time viewing to go through everything which was shot with that camera.

The 16mm Bolex eventually went all over the world and survived everything except the economic realities of the 1990s. In 20 years, the total cost of purchasing a roll of 16mm and processing it has gone from about $8 to about $60 for three minutes of film exposed at sound speed. In looking for a way to economize, eliminating a camera with an enormous appetite for Kodachrome seemed like a good place to start. The FPI (Film Pricing Index), the leading economic indicator of railfan activity, had gone totally out of sight for 16mm. The two hours of shooting you can get on one Hi8 tape for about $11 — just the cost of the tape, there's no processing — would run you about *$2400* in 16mm Kodachrome!.

Although Jim had been effervescent in his praise of Hi8 video for some time, I was initially reluctant to try it. I had visions of another technology emerging, with the result that all the previously built $1500 video cameras would end up being thrown away overnight, like the record players of the 1950s. While I procrastinated, the world went into



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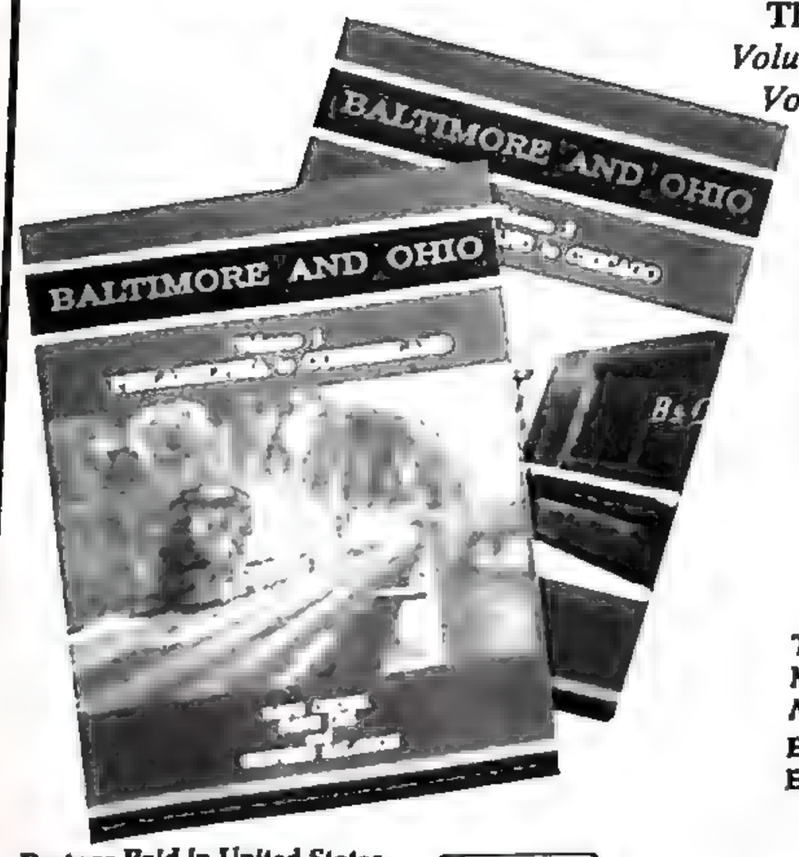

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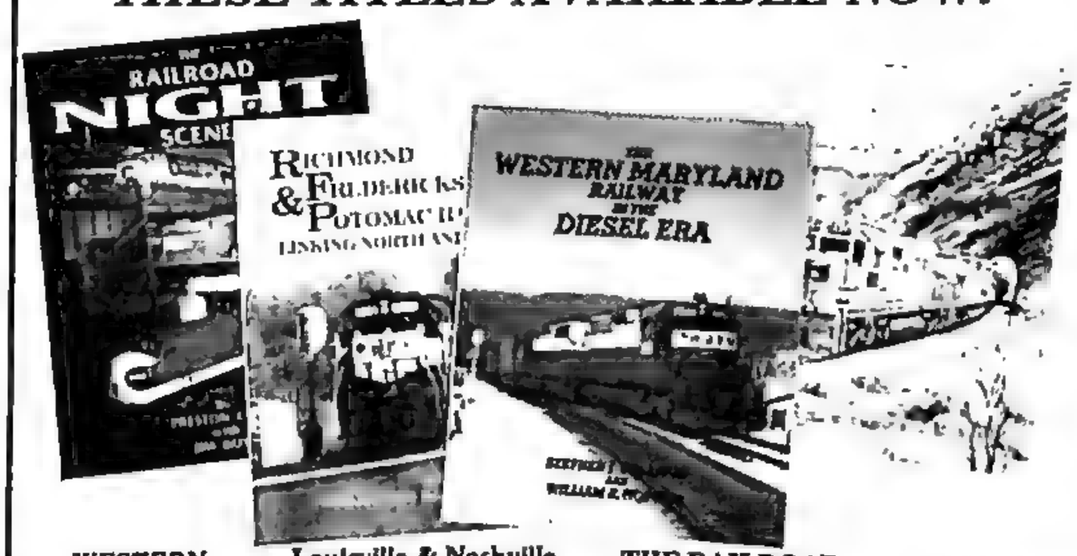

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a recessionary spiral, and the laws of supply and demand intervened. The prices for video cameras which had been selling for $1500 only two or three years ago dropped to less than that of a half hour of 16mm movie film — not quite qualifying them for "throw away" status, but certainly making the buy much more attractive.

I discussed the requirements of railfan video in detail with Jim and Marc Balkin of Mark I Video, and they both recommended the Hi8 format for serious railfan photography, due to the compact size of the equipment and its excellent definition. I eventually chose the Sony V-701 camera in Hi8 format. This camera has a good (but not overwhelming) assortment of features which recommended it particularly for railfan service. Among the best of these are a very stable automatic focusing system with manual override, a reasonably long zoom lens, good low light capability and a status display on the left side of the camera body which allows you to tell at a glance what mode the camera is in.

The changeover from film to video provided some new challenges as well as some opportunities to be creative with the new equipment. The reduction in size and weight of the camera was particularly welcome, as the old 16mm Bolex was really a bear to haul around, particularly when using it with its electric 300mm lens. The Hi8 cut the camera weight by about 80%.

I chose to retain my heavy 16mm tripod for stability and familiarity in fast set-ups. This particular tripod has a dual axis pivoting head with handle clamps. It isn't very good for panning or tilting, but it is very fast to set up in situations where you get out of the car, plunk down the camera and let the train run through the scene while you shoot slides. I also added a fluid head tripod to my equipment selection to allow better panned shots in areas where I had the time to set up and level the tripod properly.

Since I have long practiced a conservative and steady shooting style, the camera handling, including panning and zooming, were no different with the video camera than with the 16mm. The variable rate zoom on the camcorder proved to be a much more useful feature than I would have expected. There are some situations where you want to creep the zoom slowly and inconspicuously, and it is good to have that capability. I make a deliberate effort never to both pan and zoom at the same time. To me, excessive camera movement is distracting. If it is necessary to zoom out and reframe, I try not to begin the pan movement until the zoom move is finished.

Several features of the video camera make it a much more versatile machine than the 16mm ever was. The obvious advantage which comes to mind is the increase in filming run. Virtually all of my shooting with the 16mm Bolex had to take into consideration the film time run of the manually wound camera. You had to select your starting point carefully in order to avoid running out of "spring" just before the subject completed passing the camera. With video this was no longer a problem (the camera will run until it is out of tape or battery, and that's potentially well over an hour), but my initial tendency from years of habit was to keep sequences shorter than they needed to be. I

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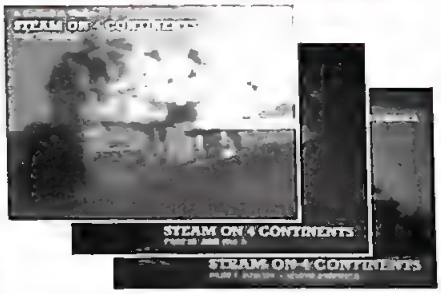

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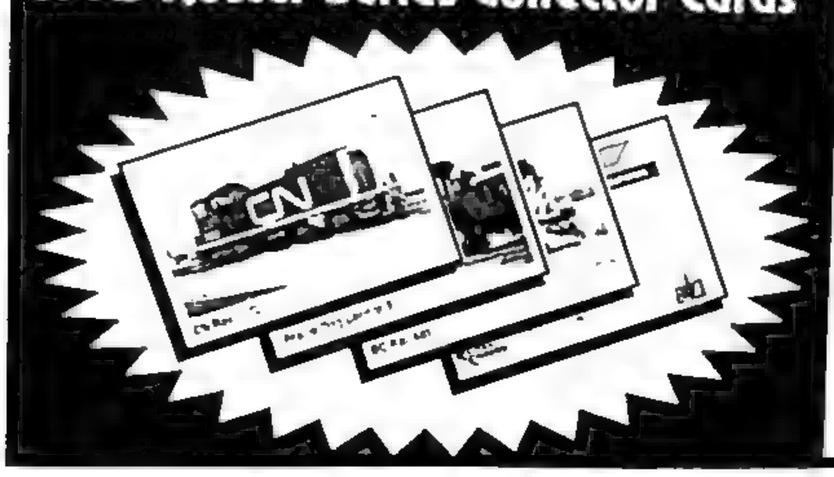

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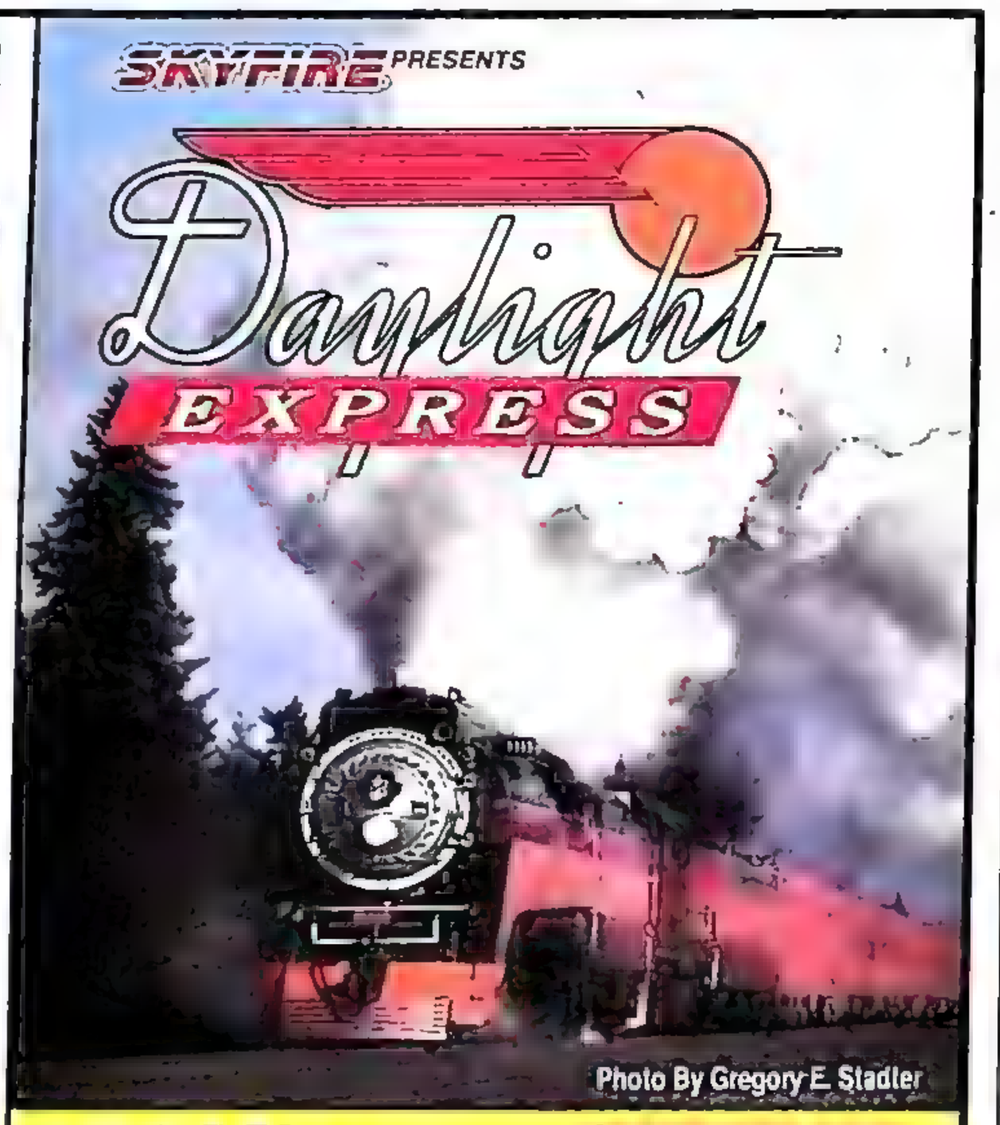

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eventually took [illegible] advice of [illegible] friends who recommended starting [illegible] early enough to [illegible] take in the [illegible] warning for grade crossings whenever possible. You can always make an edited copy tape and remove any extra material later.

Another good feature of the video camera is the tilt-up viewer. I generally use a very low tripod for my movie filming, partly to give a higher looking perspective to the train but also to allow me to shoot slides over the top of the movie camera. Having the tripod down low also improves the camera stability in windy conditions and makes it quicker to collapse the tripod and put it in the car when chasing a train. Aiming and leveling the camera on a low tripod is a lot easier if the viewfinder pivots upwards as it does on the video camcorder.

The cameras use two currently available types of Hi8 videotape. There are metal particle tapes, which seem to be relatively stable, and there are evaporated metal tapes which provide enhanced image and color but seem to be a bit more touchy and susceptible to image and sound dropout. The metal particle "P" tapes sell for around eleven bucks for the two-hour version, while the evaporated "E" tapes are usually about twice that price.

The Hi8 camera I purchased has the optional capability of recording in the standard 8mm mode (with some reduction in recording quality) using the videotape intended for that system. This is an automatic feature: the camera makes the mode decision when you insert the standard 8mm videotape instead of a Hi8 tape. It is useful if you get caught urgently needing to film something in a place where you cannot buy Hi8 videotape — probably the only drawback to the Hi8 system today is that the videotape is not always easy to find in stores, although this situation has been improving recently.

In the February 1992 CAMERA BAG I'll discuss some more aspects of my conversion to Hi8.

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We'd like you to meet...

James D. Porterfield

RAILFAN & RAILROAD's newest columnist began combining his interests of railroading and food in the early 1980s when he started research for his upcoming book *Dining by Rail*. While James Porterfield had long been interested in trains, it was a cookbook gift to his wife that brought rails and dining together. That cookbook of actor Vincent Price's favorite recipes featured the Santa Fe's French toast, and Porterfield saw that as the nucleus of a book. The book has since led to magazine articles, the R&R column and even a possible television show.

A resident of State College, Pennsylvania, where he is an instructor in Penn State's marketing department, Jim Porterfield was born in 1942 in Butler, Pa., and grew up in Edinboro, near Erie. His father had built a large Lionel model railroad, and young Jim soon became an avid modeler. He remembers taking a train ride on the NYC to New York after graduating from high school in 1960 but didn't ride a train in the U.S. again until 1976 when he was a textbook salesman and took Amtrak from Pittsburgh to San Diego — after hearing about Amtrak he was prepared for the worst but really enjoyed the trip.

With a bachelor's degree from Edinboro State College, he has pursued varied careers as a sales and management consultant, an insurance claims adjuster, a teacher and writer. Today, he lives in State College with his wife, Brenda, and three children, Tiffany, 9; Scott, 5; and Blair, 2. The college teaching provides a regular paycheck while he pursues other writing projects ranging from children's books and some historic rail fiction to a history of the *20th Century Limited*. And he is still an active model railroader (HO scale, early steam era).

His soon-to-be-released book from St. Martin's Press, *Dining by Rail*, combines a history of railway dining service with over 300 authentic recipes for dining car food from 47 different railroads plus rail related classics like the Harvey House. In researching the project he dug up over 8000 railroad recipes. Commenting on the only other book on the subject he could locate, a 1965 product, Porterfield noted that, "I was delighted to see it left a lot of room to explore, so I didn't give up on the idea of doing a book of my own. My book gets into a lot of other areas of rail food service, from the commissary departments to eating houses — and I have personally tested all of the recipes."

His book contains anecdotes as well as history and recipes, and he notes such things as the Southern Pacific inventing Bisquick and square sandwich bread being baked for more efficient storage in the cramped dining car kitchens. Or that the favorite dining car foods were steak, apple pie and French toast.

In addition to beginning his R&R column in this issue, Jim Porterfield has an article on two award-winning Amtrak chefs that will appear in the November-December issue of Amtrak's onboard magazine *Express*. And the Penn State / State College PBS affiliate WPSX-TV is seeking funding to produce 13 episodes of a cooking how-to show based upon his book and the theme "High Speed Cuisine." Judging by the topics he has suggested for future ON THE MENU columns, we should be in for a very interesting ride.

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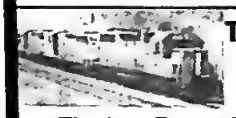

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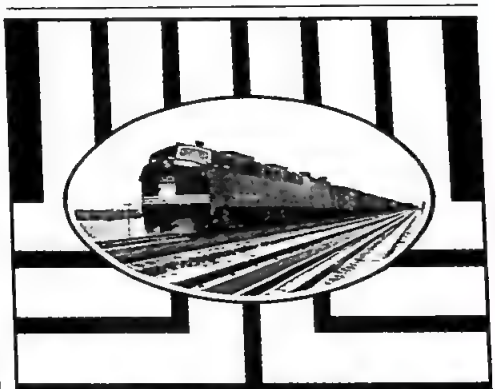

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Railnews

THE X2000 On October 20, 1992, Amtrak took delivery of the X2000 demonstrator tilt train built in Sweden by Asea Brown Boveri. After being unloaded from the Wallenius Lines freighter *Faust* at the Dundalk Marine Terminal in Baltimore, Maryland, the electric, ultra-streamlined trainset was led by an Amtrak GP40H to Baltimore Penn Station, where its pantograph was raised to energize onboard heating and lights. The X2000 was then towed to Washington Union Station and spotted on Track 16, which will be its home during the nine months Amtrak is leasing the train from the Swedish State Railways. In addition to its sleek electric locomotive, the X2000 features three coaches, a bistro car and a coach cab car for bidirectional running. Its powerful a.c. propulsion system, self-steering axles and ability to tilt sideways on curves enable the X2000 to operate at higher speeds on existing track than conventional trains. Amtrak expects the X2000 can run on the Northeast Corridor at up to 150 m.p.h., which is 25 m.p.h. faster than Amtrak allows for its *Metroliner*s on the same route.

After initial inspection and crew familiarization at Amtrak's Ivy City engine terminal in Washington, the X2000 is scheduled to begin non-revenue, short-distance nighttime testing on the Northeast Corridor by late November. In early December, further test runs are scheduled between Philadelphia and Harrisburg during the day and between Philadelphia and New York at night. Two days of testing between New Brunswick and Trenton, New Jersey, at speeds above 125 m.p.h. are tentatively set for mid-December.

By late January 1993, the X2000 should enter revenue service on a new *Metroliner* schedule between New York and Washington, followed by service as far east as New Haven, Connecticut. Because electrical catenary has not been completed east of New Haven, the operation of the X2000 clear to Boston by late spring will require the use of Amtrak Turboliners for locomotion. However, since the Turbos can't be run into Penn Station under power, the Boston trips will be handled as public excursions in the Boston-New Haven area.

According to Amtrak spokesman Clifford Black, the X2000 lease is for evaluation of its high-speed performance and technology *only* and does not indicate a commitment by Amtrak to purchase it or similar trainsets from Asea Brown Boveri. Once Amtrak has decided which aspects of the X2000 are applicable to U.S. service, it will request bids from all interested equipment manufacturers.

SOUTHERN STEAM During October 8-9, 1992, Southern Railway's last three operating steam locomotives, 2-8-2 4501 and 2-8-0s 630 and 722, were gathered together for photos at Tennessee Valley Railroad's East Chattanooga Depot (page 4). This marked the last time all three would be together, since the 722 was deadheaded to Asheville for permanent display the following week. Of the three engines, only 4501 is currently operable. It ran excursions to Huntsville, Alabama, during the first weekend of October. The 630 is scheduled for shop work this winter and should be operable again sometime in 1993. The 722 last operated in 1985 on TVRM trackage and has been recently given a cosmetic restoration by the TVRM shop crew. Norfolk Southern has donated the 722 to the Asheville Chapter NRHS, which has already erected a shed next to their office for the engine's display — DAVID B. KAPLAN, JR.

NKP 2-8-4 765 The popular Nickel Plate 765 got to cover new trackage in 1992. En route from its home in Fort Wayne, Indiana, to the annual New River trips in October, 765 hauled two 200-mile round trip excursions on September 19 and 20 weekend over former-Illinois Central trackage between Paducah and Central City, Kentucky, on the Paducah & Louisville Railroad. A real treat for the hardcore fans was a genuine IC 4-8-2 whistle fitted atop the 765 for these trips, and the locomotive put on a great show. These P&L trips have historical significance: they marked the first time steam has run on this trackage since the IC 4-8-2 2613 excursions of 1960, and they marked the first public steam excursions on the Paducah & Louisville since its 1986 creation. The trips were sponsored by the Fort Wayne Railroad Historical Society (which owns the 765), the P&L and West Kentucky Railroad Preservation, Inc. (WKRP), a newly formed group trying to establish a railroad museum in the Paducah area. (Isn't WKRP in Cincinnati?)

The annual CSX New River Gorge trips between Huntington and Hinton, W.Va., with 765 on October 17-18 and 24-25 weekends also had their notable events. First the good news: the Saturday October 17th trip consisted of 34 cars hauling a total of 1422 riders, a record crowd. Now the bad news: On the return leg of the October 24th trip the train encountered a sudden and severe thunderstorm in the New River Gorge, and as the train was approaching Cotton Hill lighting struck a large tree near the tracks, and it fell onto the second dome car (a Milwaukee full dome) breaking most of the glass on one side. The tree then rolled onto the third dome car (of UP heritage), causing severe damage as a branch punctured the dome glass. Reportedly there were only a few minor injuries. Needless to say, the dome cars were not on the Sunday trip. A rider in the Milwaukee dome told us that the situation was handled with the utmost of care and professionalism by the crew.

THE 1992 AAPRCO CONVENTION The site of the 1992 American Association of Private Railroad Car Owners annual convention was Hoboken, N.J., at the classic DL&W copper-clad terminal and Bush trainshed located directly across the Hudson River from Manhattan. It was held between October 7 and 9, 1992, and in all 26 cars showed, up with most of them arriving on an inbound *Phoebe Snow* special which had originated in Chicago. Powered by two Amtrak F40s, the *Phoebe* travelled the former-NYC main line to Buffalo and on to Lyons, N.Y., where the special turned south on Conrail's "Corning Secondary," very rare trackage. At Corning, the special turned eastward on the old Erie's Southern Tier through Binghamton, Port Jervis and Suffern to Hoboken. It was originally hoped to travel between Port Jervis and Hoboken via NYS&W's Sparta Mountain line, but those plans didn't pan out.

All 26 "PVs" stayed in Hoboken long enough for New Jersey Transit's annual Hoboken Festival on October 10, where for $5.00 the general public could tour the varnish (in some cars the folks were asked to remove their shoes). Most of the cars departed on an October 11th move from Hoboken to Conrail's Oak Island Yard via the former-PRR Passaic & Harsimus line (more rare trackage) and then making passenger train speeds on CR's former-LV, Reading and PRR main line via Harrisburg, Altoona and Pittsburgh back to Chicago.

Some of the more notable cars included Erie Lackawanna business car No.1, PRR business car 120 and *Broadway Limited* observation car *Mountain View*, CB&Q "short" dome car *Silver Palace* and Lehigh Valley president's car 353. Northern Rail Car brought their exquisite four-car train.

Since Hoboken was the home of the DL&W, one piece of Lackawanna lore that attracted local fans was the Nickel Plate Road's streamlined *City of Chicago* (page 4). With five double bedrooms and an 18-seat diner, the 1950 lightweight was used along with sister *City of Cleveland* between Cleveland and Chicago on NKP overnight Trains 5 and 6, the Buffalo connections for the Lackawanna's daytime streamliner *Phoebe Snow*. An experienced *Phoebe* rider would book coach to Cleveland and move to a bedroom in the "Club Diner Lounge" at Cleveland just before midnight to sleep to Chicago.

CHEHALIS WESTERN's LAST RUN Having ceased revenue log hauling operations during July 1992 (August 1992 R&R), the Chehalis Western ran what it says was its final train on September 2, 1992. The Wednesday trip from Tacoma, Washington, had C415 684 clearing out three empty CWWR cars from the Tideflats Yards. Sandwiched between two gondolas and a side dump car, the 684 climbed Tacoma Hill for what could be the last time. Upon arrival at CWWR's engine facility at Western Junction, the 684 was tied up alongside the railroad's other mothballed locomotives. Unless assigned to one of parent corporation Weyerhaeuser's other logging operations, the CWWR units will remain at Western Junction until an upturn in the harvest warrants the railroad's revival.

A NEW FACE Glenn Monhart's Janesville & Southeastern FP7 96A is now in Paw Paw, Michigan, on the 13-mile Kalamazoo, Lake Shore & Chicago. The former-Milwaukee F-unit is pinch hitting for KLS&C's ailing E8 95 on the popular Wine Country Dinner Train. The former-C&NW E-unit had been performing reliably for over a year but suffered a traction motor failure in August.

The KLS&C operates freight and passenger trains on former-Pere

MICHAEL D SAWYER

KENNETH BORG

CHEHALIS WESTERN's LAST RUN took place on September 2, 1992, when C415 684 cleared two company gondolas and a side dump car out of the Tideflats Yards in Tacoma, Washington, and ran to Western Junction. The logging railroad has been mothballed because of a slump in timber business.

A NEW FACE on the Kalamazoo, Lake Shore & Chicago is Wisconsin & Calumet FP7 96A, which was seen leading a dinner train past KLS&C GP7 85 at Paw Paw, Michigan, on September 8 (**left**).

A CABOOSE ON TIRES is what the Colorado & Wyoming is using to house its mobile Railroad Technical Training Services classroom. Complete with matching Kenworth tractor (**below**), the solid white caboose houses locomotive control stands and air brake gear for on-site training of short line crews who require new FRA Class III certification.

COLORADO & WYOMING RAILWAY

Marquette trackage in Michigan's wine country. Their tastefully-painted white GP7 handles the freight work, and the HEP-equipped F-unit will handle the dinner train consisting of former-UP diners and domes purchased from Transisco Tours in 1991.

A CABOOSE ON TIRES An odd piece of equipment was displayed during an FRA seminar at Sacramento, California, in early September. Colorado & Wyoming caboose No.1, lettered for the railway's Railroad Technical Training Services, is permanently mounted atop a flatbed trailer along with external propane, air conditioning and electrical appliances. The solid white, wide vision cupola caboose still has its railroad issue ladders, roofwalks and grab irons. Inside is a miniature classroom with two styles of locomotive control stands and other hardware for on-site education of railroad personnel. The Colorado & Wyoming offers its portable training center to short lines with crews in need of new FRA Class III certification — TOM SAVIO.

KCS PLANS TO ADD MIDSOUTH The 2500-mile Kansas City Southern has made a cash offer for the 1181-mile MidSouth group of railroads. MidSouth started life in 1985 as a 414-mile spin-off from

the Illinois Central Gulf. It has since grown into a major regional with the addition of the North Louisiana & Gulf, Gulf & Mississippi and Corinth & Counce railroads. The 1991 pro forma revenues (including the C&C) were $97.9 million and net income was $6.5 million.

Recently, the Illinois Central attempted to buy its former right-of-way back when it made an offer to the MidSouth board, which turned down the low offer. Kansas City Southern is paying $219 million in cash for the MidSouth, or $20.50 per share. The day before the offer, MidSouth stock was trading at $11.00.

MidSouth rails extend from Shreveport, La., through Jackson, Miss., to Meridian, and from there they extend north to Counce, Tenn., and south to Mobile, Alabama. A disconnected branch serves Hattiesburg, Palmer and Gulfport, Mississippi. Connections are made with the KCS, UP, SP, CSX, IC, NS and BN, plus several short lines.

Adding MidSouth will bring substantial forest product revenues to the KCS as well as extending its reach eastward to Alabama and the seaports of Mobile and Gulfport — WALTER APPEL.

YOLO SHORTLINE Nearly two years after it began service on ten miles of ex-UP (nee-Western Pacific/Sacramento Northern) branch trackage between West Sacramento and Clarksburg, California (September 1991 RAILNEWS), the Yolo Shortline has expanded by purchasing UP's 15-mile ex-WP/SN Woodland Branch between West Sacramento and Woodland. YSL's ex-SP GP9 131 (which was acquired to operate the new trackage) and a former UP caboose made the first run to Woodland on September 27. The YSL says it expects the Woodland line to increase its business ten fold — TOM SAVIO.

CENTRAL MICHIGAN RAILWAY The Central Michigan Railway has received two GP8s from Conrail. The CMGN paint applied at Conrail's Juniata Shops to 9209 (ex-CR 5440, nee-NYC 5786) and 9210 (ex-CR 5447, nee-Erie 1207) features solid white ends instead of the usual end stripes worn on CMGN's other units. Both were originally GP7s that were rebuilt at the Rock Island shops in Silvis, Illinois, in 1978. Conrail had 48 GP7s rebuilt as GP8s between 1976 and 1979. Those which haven't been sold are currently in storage.

ADIRONDACK CENTENNIAL In 1972 the Penn Central shut down much of the ex-NYC Lake Placid branch out of Utica, New York, because of dwindling traffic and washouts. Under state ownership, the line was resurrected in 1980 as the ill-starred Adirondack Railway to transport spectators to the Olympic winter games at Lake Placid — but when the games ended, hopes of preserving the reborn line through tourist operations were dashed by bankruptcy.

After a couple years of volunteer effort and feasibility studies spearheaded by the Utica & Mohawk Chapter Valley Chapter NRHS, the Adirondack Railway reappeared again in April 1992 with support from several groups including the management of short line Mohawk, Adirondack & Northern. Under the new name of "Adirondack Centennial Railroad," the line provides tourist service on the four miles between Thendara and Minnehaha, N.Y., using former Alco plant switcher S1 No.5 (from the Strasburg Rail Road) and former Hercules Chemical Company EMD SW1 68. Into late October, Adirondack Centennial was running six one-hour trips each day except Tuesday. During the 1992-93 winter, the S1 will be stored at Thendara while the SW1 is expected to work on the Lowville & Beaver River. The possibility of restoring more of the 118-mile line to service is currently under consideration.

SOUTHERN RAILROAD OF NEW JERSEY It isn't surprising that the operators of the former Southern Division of the Jersey Central Railroad have adopted a CNJ theme for their locomotive liveries. Their former-CR/NYC U30C 2884 has been painted in CNJ's red and white "coast guard" paint scheme, and their former-MoPac SW1200 1145 is adorned in CNJ's solid green switcher livery with a gold Miss Liberty herald under the cab window.

The Southern of New Jersey began in 1992 when it purchased the remains of the Shore Fast Line which had operated freight service between Winslow Junction and Vineland with trackage rights into Atlantic City. This trackage was originally built for CNJ-predecessor Southern Railroad of New Jersey. Today's Southern of New Jersey is owned by Joe Pettecio, who recently wowed eastern railfans with his complete restoration of Lehigh Valley C420 414 in the yellow and gray livery one year ago (January '91 R&R). The 414 is kept on the SNJ, and it has been known to run occasionally. Operations are based out of a coach at Winslow Junction, and trains run as needed.

THE HOUSATONIC RAILROAD Quite a bit of misinformation about the Housatonic Railroad's expansion appeared in our November '92 news story, and a corrected version follows. The Housatonic currently operates freight and passenger trains on 74 miles of former-New Haven trackage from a Conrail interchange at Pittsfield, Mass., south to another CR interchange at New Milford, Connecticut.

Plans are for Housatonic to more than double its mileage by purchasing what Conrail calls its "Danbury Cluster" made up of 74 miles of the Danbury secondary from Beacon, N.Y., (on the Hudson River) east through Danbury to Derby, Conn., on the Waterbury line (actually to block limit "Hat") and a 16-mile segment from the HRR interchange at New Milford south to Danbury. The HRR will also get freight rights on the Metro-North Harlem Line between White Plains and Wassaic. To operate this trackage HRR has purchased five GP35s from Conrail: 2250, 2312, 2254, 2336 and 2314, all built as PRR units, same numbers, and renumbered HRR 3600-3604. The 3600 and 3601 first arrived in early August 1992. One historical result of the HRR acquisition is that the New Haven "Berkshire Line" (Danbury to Pittsfield) will be operated as one continuous route for the first since Penn Central ceased doing so in 1972.

An adjunct to the HRR story is that the Providence & Worcester will get trackage rights over the Housatonic between Derby and Danbury to exercise P&W freight rights on MNCR's Danbury Line and to operate Tilcon Stone trains between Tilcon's quarry at Reed's Gap (on the New Haven "Air Line" roughly 14 miles north of New Haven) to a distribution center in Danbury. The P&W will access Danbury via the Northeast Corridor to Devon, north on the Waterbury Line to Derby, then over to HRR to Danbury. The Housatonic will handle freight customers between Danbury and Derby. Metro-North will retain its trackage rights between Beacon and Derby which it uses occasionally to ferry equipment between commuter lines.

THE LACKAWANNA RAILWAY The first locomotive for the Lackawanna Railway, GP35 4202, has been rebuilt by National Railway Equipment in Dixmoor, Ill., and it has been painted in an Erie Lackawanna-inspired maroon and gray livery (see opposite). The unit still wears its Southern Pacific number and was completed in early October 1992. A second similar locomotive is being negotiated for but wasn't finalized at press time.

The Lackawanna Railway was formed in 1992 by Scranton-based Lackawanna Valley short line to operate roughly 30 miles of former-DL&W main line and yard trackage between Scranton and the Army depot at Tobyhanna, Pennsylvania. This trackage is owned by Lackawanna County, and Steamtown excursions will resume operations on the 13-mile portion of it between Scranton and Moscow in 1993.

THE L&N HISTORICAL SOCIETY The centerpiece of the 10th Anniversary Convention of the L&N Historical Society, held in Louisville over the October 9-11 weekend, was Kentucky Railway Museum's restored L&N 4-6-2 152. To continue the annual night photo tradition, the museum brought the 152 out to Lebanon Junction to pose under the old coaling tower which straddles the main line (and is slated to be demolished in the near future). Lebanon Junction is where the museum's 22-mile portion of L&N's Lebanon branch leaves the former-L&N main line (CSX still operates the first three miles of the branch to a Jim Beam distillery, where the museum line begins). After three freights cleared, the 152 was given permission onto the main line where John Craft provided the lighting. The following day conventioneers rode a special on the museum's entire line between Boston and New Haven, Kentucky. Over 165 people attended the banquet.

The Kentucky Railway Museum operates the 152 on most weekends between May and November 1. The line is located roughly 50 miles south of Louisville.

YOLO SHORTLINE has purchased UP's ex-WP/SP branch between West Sacramento and Woodland, California. YSL GP9 131 and an ex-UP caboose, seen east of Woodland (**left**), made the inaugural run on the new line on September 27th.

KODACHROME TOM SAVIO

CENTRAL MICHIGAN RAILWAY has acquired two GP8s (rebuilt GP7s) from Conrail. At 4:55 p.m. on August 17 (**below**), the newly painted units 9210 and 9209 (ex-CR 5447 and 5440), led CMGN Train 701's 67 cars through Saginaw, Michigan.

KODACHROME W T CLYNES

KODACHROME R CK GLADULICH

THE LACKAWANNA RAILWAY has bought a rebuilt GP35 (**below**) for its operation between Scranton and Tobyhanna, Pennsylvania. On October 3, the 4202 was fresh out of National Railway Equipment at Dixmoor, Illinois.

KODACHROME JOHN C BENSON

SOUTHERN RAILROAD OF NEW JERSEY, which operates the former Shore Fast Line freight service between Winslow Junction and Vineland, N.J., has adopted a new livery based on the CNJ "Coast Guard" scheme. U30C 2884 was seen in the new paint at Winslow Junction on October 4th.

KODACHROME JIM BATTLE

KODACHROME JEFF CARNETT

THE HOUSATONIC RAILROAD is purchasing five ex-PRR GP35s from Conrail. On September 14, 1992, the 3600 led hoppers past Falls Village, Connecticut. The 3600-3604 will be used to cover freight operations after Housatonic's anticipated purchase of Conrail's "Danbury Cluster" trackage.

ADIRONDACK CENTENNIAL operates four miles of former Adirondack Railroad trackage between Thendara and Minnehaha, New York. Motive power (**left**) includes EMD SW1 68 and Alco S1 No.5, shown in August 1992.

Soldier

by Scott R. Snell and Rich Wallace

The Rio Grande becomes Southern Pacific, and the Utah Railway gets a new image

"SP Denver Dispatcher 5 to the Fourth Help at Helper."

"Fourth Help, SSW 8060, over."

"Okay, 8060 you have permission to pass signal displaying stop indication at East Helper. Get on the rear of the PBROF. Switches are lined and blocked for your move."

"The 8060 has permission to pass stop indication, switches lined and locked, get on the rear of PBROF, Help out."

"Dispatcher 5, out."

In a town where the sheep seem to outnumber the humans by over 10,000 to one, Soldier Summit, Utah, has never been a place to experience a lot of change. If it were not for the Conoco service station, the abandoned Summit Motel or a sign at each end of town identifying an elevation of 7477 feet above sea level, most people would not notice the existence of its twelve inhabitants. After all, there are only two "centers" of activity in Soldier Summit.

For the average Joe who is traveling between Provo and Price, the only noticeable activity is the Conoco station. It is the only opportunity to buy gasoline for 20 miles in either direction. The only other activity in town resides a half-mile to the south — and this is only plainly obvious to those who have any interest in it — the Denver & Rio Grande Western's main line.

To those of us who share an interest in something other than Conoco stations, there has begun a dramatic change here at the top of this mountain. During the past twelve months it has become painfully obvious to D&RGW fans that Southern Pacific Lines is ushering in a new era at Soldier Summit.

As quick as the jackrabbits on the nearby hillside, the black and orange tiger stripes of The Action Road that have led tonnage up and over the Wasatch for decades is giving way to the scarlet and gray of Southern Pacific.

The DRGW/SP's tenant Utah Railway has also changed its sentinel. Long gone from the Utah's roster are the white six-motor Alcos and even the second-hand SP and BN units that succeeded them, replaced by handsome gray, red and yellow re-manufactured SD40s from Morrison-Knudsen. For those who pass through Soldier Summit for the purpose of checking out the only real show in town, you can't help but recognize the latest Changing of the Guard.

In quest of coal

As with many rail lines throughout the country, the narrow gauge Utah & Pleasant Valley Railroad was built south from Springville toward Scofield Utah, in a quest to haul coal. Construction began in the mid-1870s through Spanish Fork Canyon toward the confluence of Soldier Creek and Clea

Limit:

A Changing of the Guard

PHOTOGRAPHY KODACHROMES / SCOTT SNELL EXCEPT AS NOTED

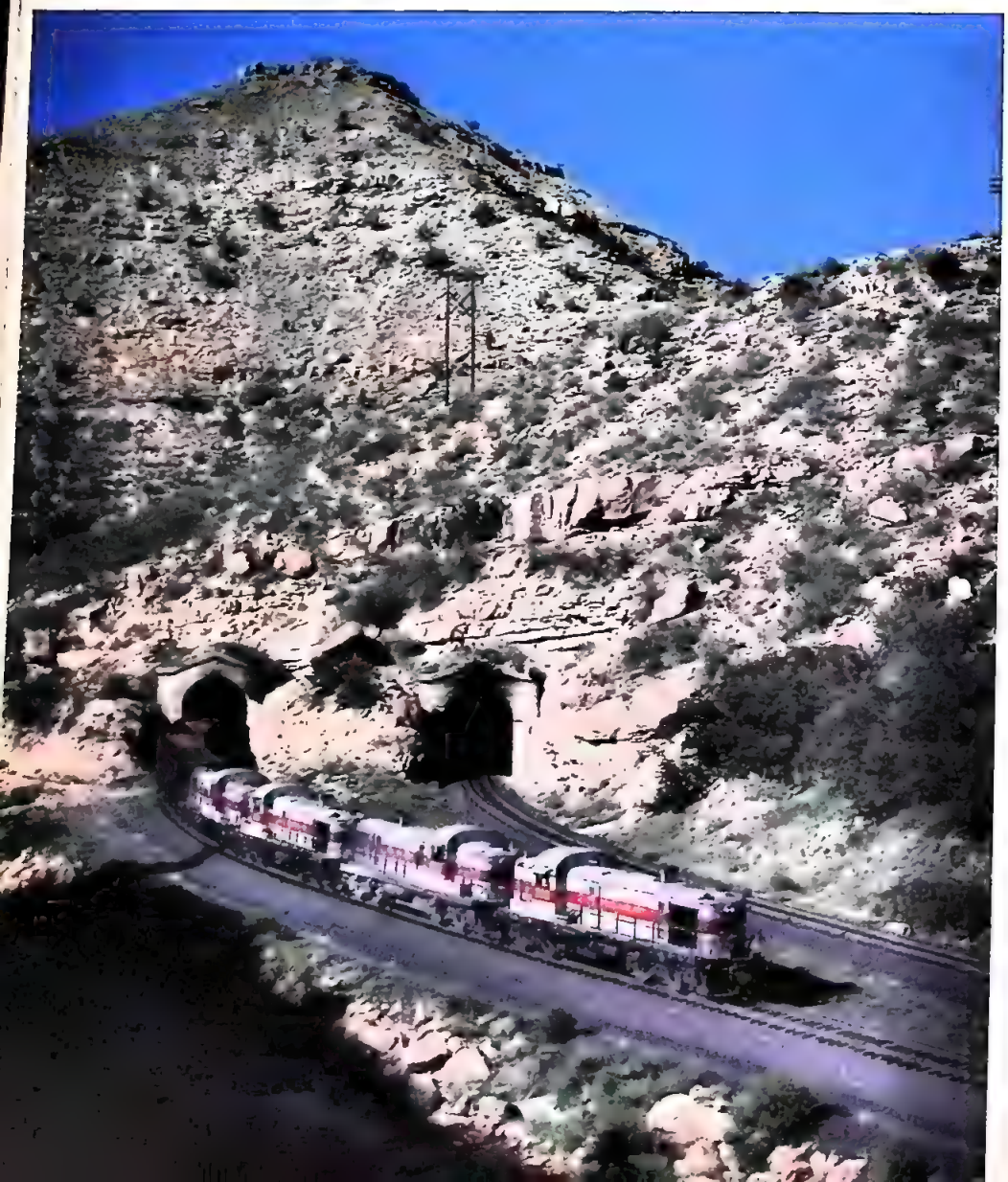
THE SOUTHERN PACIFIC has made its mark on the Rio Grande, as demonstrated by this action on June 1, 1992, which included the CHOAF (**left**) westbound descending through the Gilluly Loops and the westbound DVOAF (**below**) near Kyune. The Utah Railway also sports a new look on its SD40s (**above**) eastbound at Gilluly that same day.

Creek, a spot later known as Tucker. Between Springville and Tucker, the U&PV was constructed at a 2% ruling grade. Unfortunately, south of Tucker the profile of the Wasatch Range changes. In order to access the Scofield coal mining area, a line along the South Fork of Soldier Creek was constructed to reach the top of the Wasatch Plateau. This portion of the railroad required 4% grades and a pair of switchbacks to reach the headwaters of Pleasant Valley Creek. The Utah & Pleasant Valley completed its single track line to Scofield in 1879.

As part of the Treaty of Boston in 1880, the geographic objectives of the major U.S. railroads were established. In late 1880, Denver-based Denver & Rio Grande Railway began to survey the mostly uncharted Utah territory for a suitable route from Salt Lake City to western Colorado. The D&RG Railway was already working west toward Grand Junction from Denver via Pueblo, Salida and Montrose. Their goal was to work from both east and west to complete the railroad.

The Utah Territory survey team had a large task to undertake. The Wasatch Front rises abruptly from the floor of the Salt Lake and Utah Lake Valleys. In many places, the vertical profile of the land rises as much as six and seven thousand feet in the span of a few miles. This range of mountains looked like a vertical wall to survey crews. Many of

TWO KODACHROMES BOB BAHRS



IN SEPTEMBER 1975, a UP SD45 leading D&RGW units was meeting the *Rio Grande Zephyr* at Soldier Summit, and the Utah Railway was still running its six-motor Alcos (**left**) through the twin tunnels below Kyune. On April 19, 1977, (**right**) ex-Santa Fe DL600Bs and ex-LS&I/C&O RSD12s had Utah empties rolling through Castle Gate.

the canyons that run out of the Wasatch were determined to be too narrow, steep and rugged for the construction of a railroad. The survey team initially proposed a line be constructed south from Salt Lake City along the Jordan and Sevier Rivers to Salina Pass. This was at one time the route of choice for the Sevier Valley Railroad. However, Salina Pass would never see a flanged wheel turn on a rail.

In July of 1881, the Denver & Rio Grande Railway established a subsidiary, Denver & Rio Grande Western Railway, with a charter to build a railroad from Salt Lake City to the D&RG's proposed terminus at Grand Junction, Colorado. The Rio Grande Western started off by abandoning the Salina Pass survey and purchasing three local railroads that had already been constructed. These included Bingham Canyon Railroad, the Wasatch & Jordan Valley Railroad and the coal-hauling Utah & Pleasant Valley. At its inception, the D&RGW had set its sights on conquering Soldier Summit to reach the Wasatch Plateau and eventually Colorado. The consolidation of these three railroads helped expedite the D&RGW's goal to reach Grand Junction.

During 1881 and 1882, construction of a narrow gauge line began at the eastern base of the Wasatch Plateau from the location that is presently Helper, Utah. The D&RGW was constructed along the Price River in a rugged canyon at a steady 2.4% grade. As the railroad reached Kyune, the terrain began to soften to a 1% ruling grade as the railroad left the Price River in favor of the White River toward Soldier Summit. In geological terms, this area is called the Wasatch Hinterland, a long narrow area of grazing meadows where the Wasatch Mountain Range meets the Wasatch Plateau.

It was the Rio Grande Western's plan to use only a part of the Utah & Pleasant Valley's track alignment through Spanish Fork Canyon as far as Tucker as part of its main line. While continuing with the construction in Price River Canyon, the D&RGW rebuilt the U&PV and extended the line from Springville to Provo. The final segment of the construction from Soldier Summit to Tucker was the toughest part with a grade of 4% as the railroad followed the headwaters of Soldier Creek. After the completion of the line over Soldier Summit, the RGW constructed a "water-level" route along the upper Price River from Colton to Scofield. This allowed them to abandon the remaining U&PV trackage. This new branch was called the Pleasant Valley branch and is still a large source of unit coal movements from the Scofield/Clear Creek vicinity.

Toward the end of the 1880s there was a push to standard gauge the nation's entire railroad network to improve the handling of passengers and freight. In response, the Rio Grande Western completely rebuilt its railroad from Salt Lake to Grand Junction by 1890. Nevertheless, it remained essentially a single track line until the turn of the century when traffic began to rise dramatically. The first phase of double-tracking came in 1897 when a second track was added on the toughest grade, Tucker to Soldier Summit. Following this project, another track was placed from Soldier Summit to the junction of the Pleasant Valley branch at Colton. The third and fourth double track projects were completed in 1909 from Helper to Castle Gate and Kyune to Colton. Three years later, it was extended from Kyune down the canyon to Castle Gate, which alleviated a large operating bottleneck for the railroad deep in the Price River Canyon.

The rise of the Utah

Enter the Utah Coal Railway. Incorporated on January 24, 1912, as a subsidiary of United States Smelting, Refining & Mining (USSR&M), it was an ambitious undertaking by the new owner of local coal mining operations along the Wasatch Plateau. USSR&M intended the Utah to be the kind of railroad its predecessors could never be. Both the Castle Valley Railroad and Southern Utah Railroad had served mining interests in the Mohrland area from the town of Price. Unfortunately, both of these railroads were constructed very poorly with grades exceeding 4%. When USSR&M began mining operations in the area, it quickly determined that the Southern Utah Railroad would be unable to handle the tonnage produced by its mines and decided to do something about it.

DOUG HARROP

Carbon County coal interests were never on very good terms with the Rio Grande. The Soldier Summit main was always tied up in knots because of sections of single track and steep grades. Compounding these problems was the fact that D&RGW boss Jay Gould was robbing every penny from the Rio Grande to build the Western Pacific. The Rio Grande main was operated with inadequate equipment and over track that was falling into disrepair. The D&RGW couldn't move its own business over the mountain let alone off-line Carbon County coal.

The Utah Coal Railway's mission was to build a new railroad from Hiawatha north to the Los Angeles & Salt Lake Railroad at Provo. Obviously, due to the restricted passage through the Wasatch Mountains, this would require the Utah to build a route parallel to the Rio Grande over Soldier Summit. When the UCR completed its survey, it was designed to eliminate as many steep grades along the route as possible. In particular, they had proposed a 3% grade alignment from near Detour to Soldier Summit on the opposite side of the valley from the Rio Grande.

When construction began in Provo toward Spanish Fork Canyon in December 1912, the Rio Grande finally took notice. The UCR had already been working north from Hiawatha toward Price Canyon for two months, and this effort was being backed by the LA&SL. The last thing the Rio Grande wanted was the LA&SL and Union Pacific gaining access to their own back yard! Action had to be taken. On July 1, 1913, the D&RGW presented an offer to the Utah Coal Railway that would halt construction over Soldier Summit.

Rio Grande's proposal

This proposal required that the Utah Railway halt construction of their partially completed grade in Spanish Fork Canyon up to Thistle. In place of this grade, the Rio Grande would construct a second main track, which would be considered the eastbound main, and ownership would be retained by the UCR between these points. Since the Utah was constructing a more favorable 0.65% grade from Springville to Spanish Fork Canyon (D&RGW's line was 1.0% between these points and was retained as the westbound main), they would complete this work to connect with their new eastbound main.

Both railroads knew that the largest operational problem was the 4% grade from Tucker to Summit. Included in the Rio Grande proposal was a new grade alignment (to be built by the D&RGW) which essentially extended the railroad 4.5 miles in length but cut the ruling grade in half (to 2%) through a series of three horseshoe curves. This section would be double track and would break

away from the existing D&RGW main line west of Tucker at a point to be known as Detour. The new main would climb the north slope of the valley for four miles to a point named Gilluly, where the first horseshoe curve would cross the floor of the valley and begin to climb the southern slope. Two additional horseshoes would follow to help lift the railroad up this slope of the Wasatch to reach Soldier Summit. Upon completion of the reconstruction in 1913, Tucker ceased to exist as a point on the Rio Grande.

Under the Rio Grande proposal, the Utah Coal Railway would be granted "joint use" between Panther (Utah Railway) Junction and Provo for five year periods, with the Utah having the option to renew the agreement before the end of each period.

While an agreement was being reached between the two railroads, work progressed on the new Utah Railway from Hiawatha to Panther Junction. On June 30, 1914, the Utah Coal Railway line was completed and the joint use agreement with the D&RGW took effect. As outlined in the agreement, the Rio Grande would be responsible for all dispatching and maintenance of the double track between Panther Junction and Provo. This included the eastbound main owned by the Utah Railway from Provo to Thistle. The eastbound Utah-owned main track would be maintained by the Rio Grande with expenses charged back to the Utah under a complex formula.

Ironically, the D&RGW operated the entire Utah Railway for its owner, USSR&M, for a one year period between July 1, 1914, and June 30, 1915. However, as in the past, the Rio Grande's performance did not meet USSR&M expectations, and the Utah geared up to operate its own railroad.

Thistle mudslide

The track alignment of the main line between Price and Provo did not see any further change until 1983. In April of that year, a mudslide caused part of a mountain to cascade down into the water gap at the north end of Spanish Fork Canyon. This slide choked off the Spanish Fork River, as well as the D&RGW/Utah main line and U.S. Highway 6. Of much greater consequence was the natural earthen dam that was formed as a result of the slide, which caused a lake to form and swallow the town of Thistle. Crews from Morrison-Knudsen and the Rio Grande worked feverishly for three months to reopen the line while traffic detoured over the Union Pacific via Cheyenne and Ogden.

Immediately following the disaster, track gangs raced to salvage as much iron as possible from the old main line as "Lake Thistle" began to expand deeper into the canyon. From April to early July 1983, reconstruction crews cut an entirely new 1% grade on the north side of the canyon, laid six miles of new track and bored two 3000-foot tunnels under Billies Mountain. The new track alignment departed from the old main about a quarter mile east of Castilla (CAST-ill-a) crossovers toward the new tunnels. On the east side of Billies Mountain the railroad sat on a ridge elevated above Lake Thistle, which has since been drained. The new main rejoined the old line about one mile west of the control point at Rio (RYE-o). As a result of the reconstruction, Utah Railway ownership of the eastbound main had to be redefined from Thistle to about a half mile short of the west portal of the tunnel at Billies Mountain.

Thistle was a junction for the 132-mile Marysvale branch, which was officially abandoned in 1988 when the estimated cost to rebuild a main line connection was deemed prohibitive.

UCR's New Guard

Since 1915, both the Rio Grande and Utah Railway have been dragging freight over Soldier Summit. While each road has experienced changes in motive power, their identities have always been reasonably clear.

Throughout the Utah Railway's history, there has been a noticeable connection with the Union Pacific (and previously Los Angeles & Salt Lake). This has from time-to-time been reflected in their equipment. In the early years, the Utah's stable of steam locomotives that handled Carbon County black diamonds for over three decades included a 2-8-0, three 2-10-2s and a 2-8-8-0 — with all except the 2-8-0 being of UP design.

The first diesels to arrive in front of the Utah's office building at Martin were a half dozen Alco RSD4s in 1952. When delivered, these six-wheel-trucked Alcs sported a very attractive paint scheme with a white carbody, a

ACTION CAN GET INTENSE around Soldier Summit, as show here on July 8, 1978, with a heavy Rio Grande westbound overtaking the helpers on a Utah coal train near Lynn. In a very rare photo (**opposite right**), the first Amtrak *California Zephyr* to use the new tunnel on the D&RGW glides past the "Lake Thistle" flood on July 16, 1983.

DOUG HARROP

d ciga[illegible] yellow lettering. One
n only wo[illegible] how Alco convinced the
CR that white paint would suit a coal
auling railroad! As the years went by,
hese white locomotives weathered to a
ight gray from coal dust and the belch-
ing of exhaust as they battled the 2%+
grades. In the years to come, these units
would be know as "the Grays." Three
years after the first RSD4s arrived, a
lone Alco RSD5 was purchased. This
would be the last engine to be delivered
for 16 years, when a former Jersey Cen-
tral RSD4 arrived in November 1971.

The Alco tradition continued in the 1970s with the arrival of second hand power from the Santa Fe in the form of four RSD15s and from the C&O (by way of LS&I subsidiary LASCO) a pair of RSD12s. This power was acquired in response to a dramatic surge in the demand for coal caused by the energy crisis of the mid-'70s. The Utah needed to move as much coal as it could, based on the contracts it received. While they were well suited for the job, many of the Alcs became weary after 20-plus years of dragging coal. In 1978, the Utah's Alco era was beginning to close. The UCR turned to the Union Pacific to lease more reliable SD40-2s and on occasion GE U30Cs and C30-7s. Within four years, the Utah's fleet of Alcos would be gone.

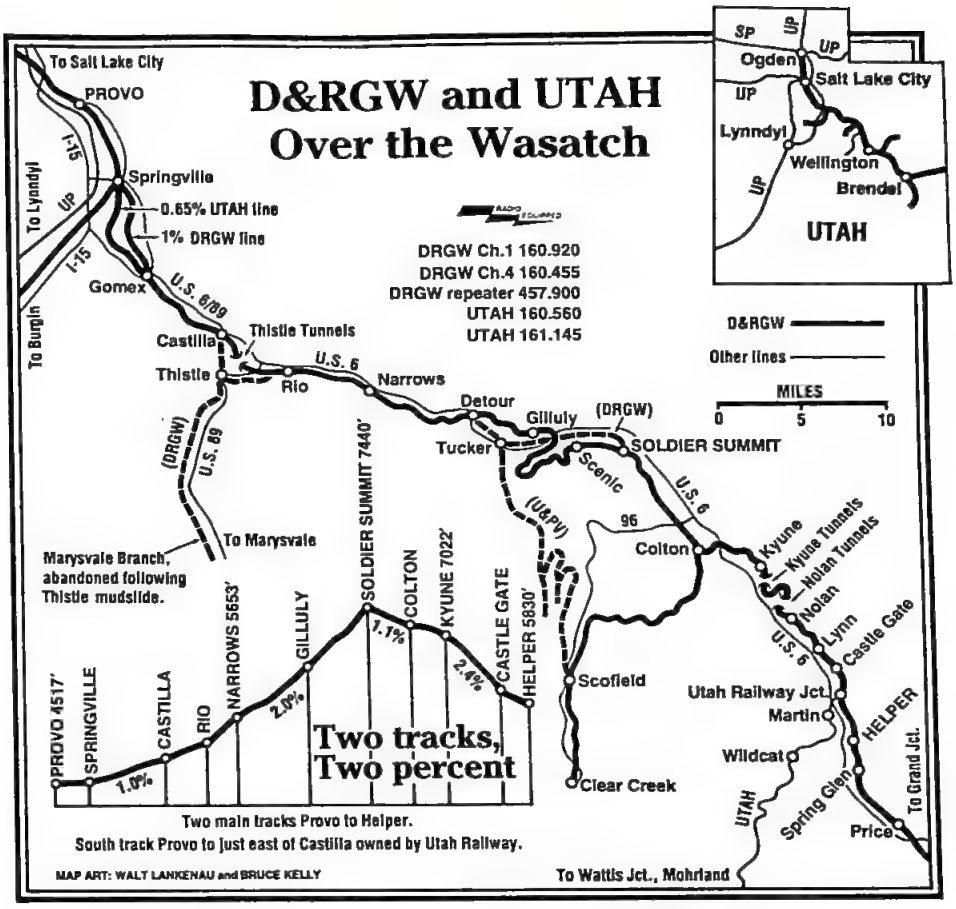
The Utah's special relationship with Uncle Pete (UP) seemed to be stronger than ever. After all, almost every hopper off of the Utah Coal Route is handed over to the UP. It almost appeared that the UCR would be swallowed up in a fury of UP acquisitions (at this time we were witnessing the disappearance of the Missouri Pacific and Western Pacific into UP). This never came to pass, however, and the era of Armour yellow pulling loaded coal from Martin was winding down, too. In its place came second hand EMD power from Helm Leasing in the form of one ex-Burlington Northern SD45, four ex-BN F45s, three ex-Southern Pacific SD39s and eleven ex-SP SD45s. Helm provided this power, including maintenance, at prices that would make Sam Walton happy.

As with Utah's period of leasing UP power, "The Era of the (Aged) '45s" lasted only about six years. The daily assault on Soldier Summit of 11,000-ton coal trains was wearing down these fuel-hungry beasts. The UCR knew a decision had to be made regarding the motive power situation.

The newest Utah soldiers of the summit come from the Appalachian coal fields by way of Boise, Idaho: remanufactured former-CSX SD40's sporting a new shade of gray, based on a somewhat familiar looking paint scheme. These units began arriving on the property in late 1991 from Morrison-Knudsen, which had been providing 13 MPI SD40M-2s as interim power beginning in July 1990 to replace the ailing Helm units. Upon the arrival of the MPIs, the Helm 20-cylinder fleet was scrapped at Martin, save for two F45s, which were sent back to Helm. The SD39s had been returned in 1988.

By the end of 1991, the total order of eleven SD40s had been delivered and displaced the MPI power. The new SD40s were no strangers to hauling coal, as there was one each from the Clinchfield, L&N and Western Maryland as well as eight from the C&O. They arrived from Boise in a very attractive gray carbody, with red striping and yellow lettering — "The Grays" were back!

The crews really enjoy the new Grays over the MPI units. It goes without saying that they are also favored over the



DOUG HARRIOT

second-hand SP and BN power of a few years back. For a while, the Utah attempted to run the railroad with just the eleven new SD40s. But they found that a loaded train with a set of four SD40s on the point and three cut in as mid-trains was just not enough. M-K has since returned one MPI SD40M-2 as everyday power and another SD40M-2 for reserve. Morrison-Knudsen operates the Martin engine facility under a ten-year contract with the Utah and employs all shop workers as part of the equipment lease agreement.

The more things change...

In railroading, the more things change, the more things change. Since dieselization, the Rio Grande has relied almost exclusively on EMD products to hoist its tonnage on its "Main Line Thru The Rockies." Since the mid-1960s D&RGW fleet of black and orange second generation units was dominated by GP30s, GP35s and SD45s with their attractive tiger-striped noses. These units, which can still be found on Soldier Summit today, were later joined by GP40s, SD40T-2s and SD50s during the 1970s and 1980s. The sheer muscle and roar of a quartet of Grande tunnel motors weaving through Price River Canyon seemed as timeless as the narrow canyon walls themselves.

Everyone expected this to happen, but none of us wanted to see it. When Rio Grande Industries purchased Southern Pacific Transportation in 1988, most people were amazed that David could actually buy Goliath. Shortly after the acquisition, rumors and published reports began to circulate about changes in operating patterns and even possible paint schemes. At first, any change was slow to come.

Operationally, SP alpha-style train symbols were introduced in October 1989 replacing the traditional Rio Grande numerical system. With the issuance of SP's Central Region Timetable No.1 on November 11, 1990, the D&RGW was completely absorbed without any mention of its identity as a separate railroad. Even with these events, the Grande image remained prominent in its own territory. This was primarily due to the pride of Rio Grande employees — pride and a great reluctance to let their reliable, well maintained motive power run off-line onto the power-starved SP. The D&RGW has always relied on bridge traffic, which required fast, timely service to make connections. Many veteran Grande crews realized from past experience that there were chronic problems with the SP's locomotive fleet. Thus, SP power was promptly turned at Roper Yard in Salt Lake City and returned west. That is, until recently. Solid sets of SP power are now a common sight struggling up Soldier Summit. And constant radio chatter concerning failing units can be heard almost daily.

Someone once said that image is everything. It has become apparent over the past twelve months that the new image of the Southern Pacific Transportation Company (SP+SSW+DRGW) is clearly going to become Southern Pacific. The much anticipated loss of the Rio Grande corporate identity is at hand. Rio Grande and Cotton Belt heralds have begun to be removed from bridges and buildings with new SP heralds replacing them, and the Rio Grande business car fleet has been relettered Southern Pacific.

But more importantly, the new speed lettering SP paint scheme was introduced and immediately applied to new and repainted SP units. The first Rio Grande unit repainted in the SP red and gray image was recently released from the paint booth in speed lettering. The high visibility and rich heritage of the Southern Pacific has made it the favored choice — even though Rio Grande Industries owns controlling interest. The first three years of joint D&RGW/SP operations saw the domination of Rio Grande motive power over Soldier Summit. But the more things change....

If you look at the makeup of a typical D&RGW/SP train on Soldier Summit today, you will notice that it appears that both railroads won out in some form or the other. You will still find short, fast trains, an operating practice that has been a trademark of the Rio Grande. Unfortunately, up at the head end, don't look for too many lash-ups of pure Rio Grande units much longer. They are almost impossible to find. If you want to shoot pure Grande in the Beehive State of Utah, your best bet is a coal train off the Pleasant Valley branch or from one of the mines east of Price (but your odds are probably about one out of three, even on coal trains).

An unfortunate change has been the accumulation of road grime on Rio Grande locomotives. While the Grande never kept their engines as pristine as Conrail or Santa Fe, they used to be clean enough to discern the tiger stripes on the nose. Hopefully, the SP will put the new washer at Denver's Burnham Shops to good use! Remember what they say: "Image is Everything."

A beehive of activity

Typically, trains that run between points east of Pueblo/Denver and west of Salt Lake, such as CHOAF or the KCOAF, will have predominately SP power. Trains that originate or terminate on the Rio Grande itself seem to have a better chance of receiving a Rio Grande unit on the point (i.e. DVROM and coal trains). If you are trying to be selective in your pursuit of trains, this may be helpful. A telephoto lens is a great tool for burying those unwanted SP units.

As in past years, a typical morning on Soldier Summit finds three or four eastbound Rio Grande trains in the morning. In addition, you will find Amtrak *California Zephyr* No.6 and the possibility of an eastbound Utah Railway empty hopper train. Dispatcher 5 will do whatever is possible to expedite Amtrak's movement. Morning eastbound trains may include EUCHX, OAGJF, PTMFV or RVCHX. The obvious choice to pursue these trains begins around the town of Spanish Fork, which is at the west end of the canyon that bears its name. If an eastbound train is going to receive helpers, they will be added at either Springville, Sutro (near Gomex along U.S. 6) or at Castilla in the middle of Spanish Fork Canyon. Helpers will run light over the summit from Helper. Heavy lumber trains such as EUGJM, which can exceed 4000 tons, will commonly receive a push over the mountain. The morning typically offers a better concentration of eastbounds than the afternoon or early evening. There are also a number of eastbounds that run during the night.

Westbound activity in the morning is good as well. Early morning trains include CHOAF, KCOAF (both heavy on double stacks, trailers and auto racks),

D&RGW/SP Freight Symbols

Common Eastbound Movements

EUCHX: Eugene – Chicago Drag Extra
EUGJM: Eugene – Grand Junction Manifest
OAGJF: Oakland – Grand Junction Forwarder
PTMFV: Portland – Memphis Perishable Loads
RODVM: Roper – Denver Manifest
RVCHX: Roseville – Chicago Drag Extra

Common Westbound Movements

ASROM: Alton & Southern – Roper Yard (Salt Lake City) Manifest
CHOAF: Chicago – Oakland Forwarder
DVOAT: Denver – Oakland Trailers
DVROT: Denver – Roper Trailers
DVROM: Denver – Roper Manifest
KCOAF: Kansas City – Oakland Forwarder
KCROM: Kansas City – Roper Manifest
PBROM: Pine Bluff – Roper Manifest
RBROF: Pine Bluff – Roper Forwarder

THE UTAH RAILWAY is a daytime operation, with the units spending the night at Martin (**above**) and/or Provo; two MPI SD40M-2s augment today's SD40s. Eastbound empties (**below**, left) were approaching a train of westbound loads at Summit on June 2, where the crews will swap trains. Radio station KOAL at Carbonville (**left**) is the "voice of the valley."

KODACHROME. RICH WALLACE

THE RED ROCKS of The Narrows will be there long after the Rio Grande image has given way to Southern Pacific. The D&RGW GP40 3083 on the westbound PBROF picked up the evening sun of June 3, 1992, with a "Kodachrome" unit back in the consist. The lake is long gone as eastbound EUGJM (**below**) exits the one of the new tunnels at Thistle with SP power and a GECX lease unit. The SP herald in Rio Grande colors on the *Kansas* (**left**) characterizes today's dual personality.

DVROM or KCROM. Due to the location of the sun, there are only a handful of places to photograph these trains. Your best bet is in the vicinity of Gilully Loops. During the middle of the day things quiet down, but you can typically see a DVROM or ASROM heading for Roper Yard in Salt Lake City. The afternoon rush will usually find PBROM, DVOAT and second sections of some of the morning trains. Westbound traffic seems to be growing of late, particularly with automotive traffic.

Among all the general merchandise and intermodal traffic are a number of empty (eastbound) and loaded (westbound) coal and grain trains. Westbound coal originates from mines on the

ne Sunnyside branch (in the desert to he east of Wellington, Utah). While oaded coal trains can be expected at ny time, there is one coal train that is predictable, the morning run on the Pleasant Valley Branch. This train originates in Provo (usually called by 8:00 a.m.). It runs up and over Soldier Summit with the rest of the morning parade, and after loading out it returns to Colton between 2:00 p.m. and 4:00 p.m. for the return to Provo. Loaded grain trains can run at any time. It is common to find pure Union Pacific power on grain trains, since many originate off the UP at Denver.

Utah Railway activity

Utah Railway operations are somewhat unpredictable. The movement of coal is predicated on the contracts that are scheduled to be filled at each mine. A majority of the coal shipments are destined for Intermountain Power Project at Lynndyl, Utah, and the Utah Railway has a firm schedule determined about a month in advance. Some periods are lighter than others, but generally the railroad will operate at least five days per week. But this is not always the rule.

If there is any rhythm to the Utah Railway's daily schedule, a typical morning will find a crew go on duty at Provo around 4:00 a.m. After putting together 84 empty hoppers, they will receive permission from SP Denver Dispatcher 5 to proceed to Martin. With the new SD40s, it will take about one hour and 45 minutes to make the run over the mountain. After receiving permission from the Utah Railway dispatcher located in the operational office on the bluff above the Martin engine terminal, the string of empties is off to one of four mines along the Utah's own line.

Each of these mines is located along the cliffs that run southwest of Martin towards Hiawatha and Castle Dale. The Utah was constructed on a 2% grade southbound, thus empties are dragged up to the mines, and dynamic brakes will be applied as loads return downgrade to Martin.

The first mine on the UCR is located at Wild Cat and operated by Andelex Resources, Inc. It is about five miles south of Martin and can be accessed on County Road 139. Once past this mine, the railroad crosses Gordon Creek on a 620-foot-long trestle that stands 120 feet above the creek bed. The railroad continues to cut across the desert toward Wattis Junction. At this location the Utah backs up a 4% grade to load out at Cyprus Mine. The railroad continues on to serve U.S. Fuel at Hiawatha and Castle Valley Resources at Mohrland.

Speed limit along the railroad is 25 m.p.h., but chasing is almost out of the question because there are not any parallel roads. Your best bet is to walk into one location and shoot a southbound on the way down and set up for his return. The railroad twists enough that you can (usually) work an angle in either direction.

After loading out at one of the mines, it is back to Martin to cut in the mid-train helpers. It takes about 2½ minutes per hopper to load out a unit train. Since a train is generally 84 cars, it should take about 3½ hours to complete loading. While at the mine, the Martin shop crews will be working to ready the swing helpers. By late morning the Utah is again asking Dispatcher 5 for permission to enter the main, and it's off to Provo.

As traffic warrants, mine runs are also dispatched in the early afternoon and assembled at Martin. It is not uncommon to find afternoon trains heading west for Provo or empty eastbounds returning from Provo. Whenever possible, the Utah tries to coordinate such moves to meet at Soldier Summit to swap crews, which keeps them closer to home.

If you are anticipating a trip, contact the Utah Railway and ask for permission to sign a release. They will inform you the do's and don'ts while on the property. You should find the crews on the Utah Railway very friendly and helpful.

Soldier Summit's profile

SP Dispatcher 5's task is simple: maintain the steady flow of east and westbound manifest and intermodal trains while a half dozen or so coal trains drag their way up and over the mountain. During many times of the day this can become a very tedious task. Especially during the summer months when maintenance-of-way activity can have one track out of service for six to eight hours. Dispatcher 5 also has to give priority to Amtrak *Zephyrs* 5 and 6 during the course of the day as well.

The Rio Grande has always had the distinction of being The Main Line Thru The Rockies. As with the Front Range and Tennessee Pass, Soldier Summit seems to be just another mountain pass to cross. Almost 75 miles in length, this section of the Salt Lake Division includes grades up to 2.4%, three tunnels and a maximum track curvature of 9 degrees. From Helper to Soldier Summit to Provo, the Grande will travel a total of 75 miles, rise 1610 feet in altitude and then descend 2923 feet. That is a change in altitude of close to a mile.

Dispatcher 5's CTC board begins at Spring Glen. It is important to note that as you are following a D&RGW westbound into Helper the radio frequency changes from Road 1 (160.920) to Road 4 (160.455) at Maxwell, which is three miles east of Spring Glen. Located just east of the mouth of the Price River Canyon, Helper has always been a railroad and a coal mining community. This is evident as you proceed down the main thoroughfare in town with many stores closed or abandoned. A visit to the railroad and mining museum located on Main Street will help provide insight to the history of the area. Helper began to die as many of the mines closed. Of larger consequence to this community of 2148 was the elimination of Helper as a D&RGW crew change point in 1987. The empty shells of small hotels, including the Rio Hotel, that once lined the road opposite Helper yard are a testimony to a bygone era. Train crews now run through between Roper Yard in Salt Lake City and Grand Junction, Colorado.

The first helper station on the Wasatch was initially established at Soldier Summit because of the economies of centralizing operations at one location. Unfortunately, the Grande quickly realized that winters were too severe at the summit to maintain an operation there. Helper operations were subsequently moved to the location we know today as Helper. The Rio Grande/SP continues to maintain all Wasatch helpers here with an engine facility and yard office. Helper also doubles as a holding yard for local Carbon County coal trains. Amtrak's *California Zephyr* also stops at Helper in each direction.

Once out of Helper (MP 626.4, elev. 5830), the Rio Grande's westward ascent to Soldier Summit quickly hits 2%. Westbound trains that do not require a push will proceed past the yard office (which also houses Amtrak's ticket office) at the maximum allowed speed of 30 m.p.h. as they make a run for the hill. With the exception of unit coal and grain, individual train tonnages on westbound freights are generally not as heavy as their eastbound counterparts. Keep this in mind so you won't be surprised as those westbound manifest or trailer trains blast through Helper as they make a run for the summit.

Just west of Helper at the mouth of Price River Canyon is Utah Railway Junction (MP 628.8). From here, the joint Rio Grande/Utah Railway trackage begins to follow the Price River. The ruling grade is 2.0% for the first mile and one half but begins to stiffen at Castle Gate (MP 630.4, elev. 6105) to 2.4%. The railroad twists its way up the canyon on the east side of the river for the entire length. This inhibits a lot of photographic possibilities in the morning. However, it affords you a number of excellent photo locations for both east and westbound trains when the lighting becomes acceptable in the late afternoon/early evening. As with any location, the lower position of the sun during the other three seasons will yield varied results as it swings through the canyon.

While traversing the Price River Canyon, the D&RGW encounters a pair of double tunnels. The first (westbound) is Nolan Tunnels (MP 635.1) at the beginning of a large horseshoe curve around the base of a mountain. Kyune Tunnels are just about three miles to the west as the railroad begins to exit the canyon. From Kyune Siding (MP 638.9, elev. 7022) the grade eases to 1% for the remaining journey to Soldier Summit. Most Rio Grande westbound helpers will be cut out at this siding.

The Grande continues west along the Price River through the Wasatch Hinterland and passes under Highway 6 in a small ravine. The railroad then makes another horseshoe around a small hill at the confluence of the Price and White Rivers. This is Colton (MP 644.5, elev. 7170), which is the junction of the Pleasant Valley Branch. The railroad will continue west toward the headwater of the White River and Soldier Summit.

At Colton, the Pleasant Valley Branch follows the Price River down to Scofield Reservoir toward the coalfields near the towns of Scofield and Clear Creek. There are only a few active mines that the Rio Grande serves on a regular basis, and they are located toward the end of the branch at Scofield and Skyline. This branch typically sees at least one train per day that leaves Provo in the early morning and arrives at Scofield before noon. The 80-plus car unit train will load out over the next three to four hours before returning to Provo. The branch is governed by train orders that are issued by the dispatcher on D&RGW road channel 4. This is a great tip-off for the westbound movement of this train — keep your ear to the scanner.

Trains off this branch typically run to Intermountain Power Project near Lynndyl, Utah, or are bound for the Port of Los Angles for export to Asia. These trains are handed over to the UP at Provo and generally run with IPPX hoppers, which are seen on the Utah Railway, as well. Motive power for this train for a long time was a trio of UP SD60Ms or new six-axle GEs. More recently, this train has been running with Rio Grande/SP power combinations. Sets of power work this train over a period of time, so don't be surprised to see the same units running on consecutive days.

Continuing on to Summit, the railroad has a relatively easy 1% grade to the top. At Summit, both the Rio Grande and Utah use the siding to cut out helpers, usually mid-train, on unit coal movements. Eastbound trains simply glide past the small maintenance facility that is stationed here.

From Soldier Summit, the line begins its final descent toward Salt Lake City. As explained earlier, the D&RGW was reconstructed along the southern side of the valley in order to maintain a 2% grade. The first five miles of the railroad after Summit are removed from just about everything. Standing along U.S. Highway 6 and gazing up toward the Grande, you can't help but appreciate the engineering marvel of this piece of railroad. You really have to see it — a grade profile illustration simply does not do it justice. In order to gain elevation, the railroad has to coil itself like a giant snake. From Soldier Summit (MP 651.4, elev. 7440) the railroad drops 1374 feet in just nine miles (as the crow flies) to Detour (MP 665.6, elev. 6066). The most notable feature of this piece of railroad is Gilluly Loops, which is a series of three horseshoe curves designed to "coil" the westbound railroad down the mountain. The drama of witnessing an eastbound train of loaded lumber struggle at notch 8, pushers wrapped around the other side of the loop trying to bunch the slack and move this train up the mountain is a sight to be seen — especially with the influx of SP's fleet of six-axle "cardiac kids" to assault the Loops is a true experience.

From Detour, the Rio Grande/UP double track main continues to descend toward Provo as it winds its way through the valley along Soldier Creek. Just west of Narrows (MP 672.2, elev. 5653), the Grande and Highway 6 wind through a narrow cut in the mountain until they are about a mile east of Rio (MP 676.5, elev. 5291). As the line continues westward from Rio the grade lessen from 2% to 1%, and it encounters Billies Mountain and its two 3000-foot bores.

The D&RGW and Utah are nearing the gateway to the Salt Lake/Utah Lake Valley as they traverse Spanish Fork Canyon. About four miles west of the west portal is Castilla Crossovers (MP 684.5, elev. 4912), which is one of three possible locations for helpers to tie on to eastbound trains. Castilla is one of the more colorful areas of the line over Soldier Summit because of the numerous Aspen trees and grassy mountainsides. The canyon narrows immediately after Castilla for three miles to Gomex (MP 688.6, elev. 4815) and the mouth of Spanish Fork Canyon.

At Gomex, the D&RGW-owned westbound main turns geographically north as the Utah Railway-owned eastbound main converges from the west. The Utah Railway's grade between Springville and Gomex is more favorable for eastbound trains making a run for the hill with its 0.65% compared to the Rio Grande's 1% grade. It follows a longer, more circuitous route, but heavier trains need this to build speed. Sutro is a siding on the eastbound main located just west of Gomex. This siding is used by the Rio Grande as a staging area for hoppers returning to coal mines east of Price. From time to time it is also used as a pocket track for helpers waiting for assigned eastbound tonnage. The two main lines join together again at Springville (MP 695.8, elev. 4555), which is also the junction of the Tintic Branch. Springville is the third commonly used helper "station."

WINTER IS A FINE TIME to photograph Soldier Summit. On January 15, 1983, the third of five eastbounds through Rio was the Utah's Provo Turn with leased UP SD40s.

DOUG HARROP

Change: The only constant

For over a century the rugged walls of the Price River Canyon have echoed the sounds of the flanged wheel on steel rails as trains try to tame this mountain pass. As anyone who follows railroading knows, the only constant is change. While name, liveries and equipment may change, the challenging assault of Soldier Summit is something that the Southern Pacific and Utah Railway must endure. Although over the next several years the visible image of the Denver & Rio Grande Western will fade into the history books, that latent image captured by photographers will preserve the memories for future generations.

Pursuing the POTUS

by David Goodheart

PHOTOGRAPHY DAVID GOODHEART, EXCEPT AS NOTED

PRESIDENT BUSH'S first Whistle Stop Tour was northbound on Conrail at Kileyville, Ohio, on September 26, 1992, behind the specially repainted CSX Dash 8-40CW renumbered 1992.

Railfanning President Bush's first campaign train across Ohio and Michigan

It was just by chance that I heard about President Bush's late September campaign train across Ohio and Michigan a week it was scheduled. I had been inquiring about NKP 2-8-4 765's ferry move back from the Paducah & Louisville and learned that CSX was busy lining up a "president's train" of some kind. I immediately started phoning friends and railroad contacts to gather the details of when and where. During that week many of the details would change or would be rumored to be changed, but the fact remained that Union Pacific and CSX business cars were being gathered at CSX's former-C&O shop in Huntington, West Virginia.

Seeing so many non-Amtrak passenger cars around the CSX shops in Huntington inspired one old timer to say that it was just like the good old days. Another contact told me that the yard was full of passenger cars that were getting their window glass changed. Later I found out only two cars had work done on their windows. One car was having new FRA approved glass installed, which had been planned to be done anyway. The second car, CSX's *Baltimore*, an open platform office car, had a bulletproof clear plexiglass installed behind the regular windows. This job was said to be so well done that the plexiglass was not noticeable.

Steve Lee of the UP's steam program later described the reaction that his railroad's manager of the passenger fleet had when the Feds wanted to drill holes in the roof of one of his prized cars to mount the communications satellite up-link antennas. Needless to say, there was considerable discussion on how that particular subject would be handled — the antennas did get mounted on the diner *Overland* by unbolting and replacing an existing cap strip, producing a *very* strange looking car.

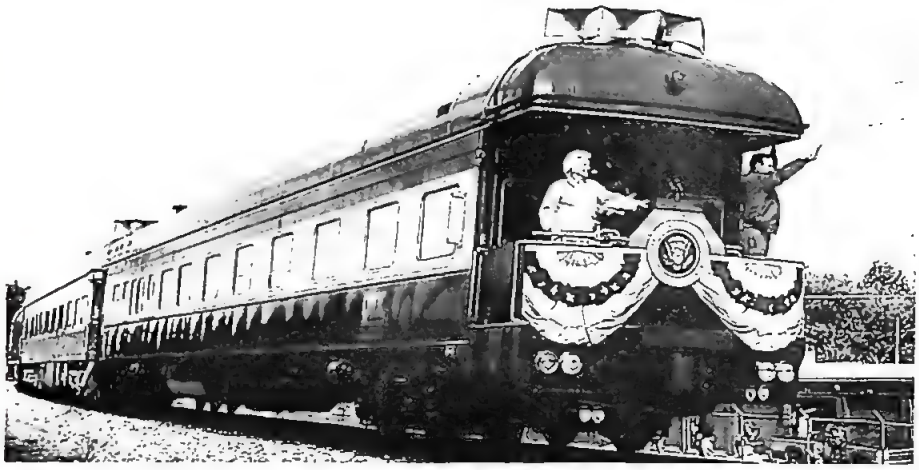
Ferry move to Columbus

On Friday, September 25, the 19-car passenger train pulled out of Huntington for a deadhead move to Columbus, Ohio. A friend and I first photographed the train at Sciotoville as it crossed the Ohio River on CSX's huge main line bridge.

The special train was being pulled by two GE Dash 8-40CWs, the first of which had been freshly painted in a special presidential livery and numbered 1992 (formerly the 7812). It was a modification of the CSX scheme, and where the gray used to be was now all navy blue. What from a distance seemed to be a white stripe down the side turned out to be a row of stars. Large American flags were painted on each flank, along with the inscription "The Spirit of America." The 1992 number was painted in navy blue on the yellow nose. The second unit was the 7810 in standard CSX livery.

While waiting at the Ohio River bridge we heard about a second smaller passenger train that would be following the first. As the light was getting worse by the minute, we chose to try and catch the first train again before Columbus. But since there are no parallel roads to chase the train on, we never did get another picture before Columbus even though we did catch up to the big train. Plan B then went into effect, and we did get a nice shot of the second train which had Dash 8-40CW 7811, heavyweight RF&P baggage car 28, the CSX display car *West Virginia* (a rebuilt 1952 hospital car), the *American-European Express* lounge car *Bay Point* and CSX's "Track Observation" theater car SBD 318 (on the roof at the rear of the theater car were mounted what looked like three miniature ham radio antennas).

When we arrived at the CSX yard in Columbus we were able to get a better look at both trains. The CSX lounge car *Indiana* (another rebuilt hospital car) which followed the UP *Overland* with



GEORGE AND BARBARA BUSH waved from the platform of the CSX business car *Baltimore* at Milford, Michigan, September 27. The most unusual looking car in the train was the UP diner *Overland* with four satellite antennas on top (**below**) which were wired to the communications gear in the CSX diner-lounge *Indiana* coupled behind it.

the four satellite domes also had some outside wiring and at least one antenna. I found out later that these two cars were hard wired together with cables from the four domes leading to the electronic communications gear in the *Indiana*. As you would expect, the communications equipment was considered sensitive, and a wall was built around it with a Marine sharpshooter guarding it at all times.

POTUS on the road

By Saturday morning, September 26, 1992, the train had been moved to an area of downtown Columbus that was secured for blocks around. We wanted to get close for an engine portrait, but we were not successful. We did, however, get close enough to see that they were going over the train with a bomb-sniffing dog.

Saturday's schedule called for a 10:10 a.m. departure from Columbus for a run on Conrail's former-NYC line via Findlay to Toledo and then CSX's former C&O/Pere Marquette line to Plymouth, Michigan. There would be stops for short speeches upon arrival at Marysville (11:00 a.m.), Arlington (1:15 p.m.), Bowling Green (4:15) and Plymouth (7:30). The train would lay over at Plymouth while President Bush would spend night at a local Marriott.

About two hours before the train's departure from Columbus we started poking around up the line looking for a good spot for an action shot. Outside of town we found a crossing with another Conrail line and got out of our car to see if there was a potential photo. There was no picture, but we saw that they had put on derails about a hundred yards either side of the diamond. This was done at every level crossing and junction for the entire length of the two day run.

On the Toledo line just south of the diamond was a switch for a lumber yard spur. I wondered if they had spiked the switch. A fellow from CSX later told me that they had spiked and blocked every switch along the way. At the same time I asked about what had happened to CSX's and Conrail's [illegible] freights we hadn't seen any in two days [illegible] ings or moving on the road. Indeed, everything we observed was being held in yards or had been moved through earlier in the day. We did hear on the CSX radio of a trailer train that was getting off the main about an hour and a half before the president's train was due, and everyone sounded nervous about getting it out of the way.

Railfans versus security

Our game plan was to get a picture between each stop, and anything else would be gravy. Continuing to scout for our first location, we went over the tracks on an Interstate bridge. There were two Ohio State Police cars parked on top, and they were scouring the area with binoculars. We had already wondered out loud as to whether we'd be able to take pictures from a bridge, and this made us decide not to try. In seeing other bridges in the following two days, I don't think anyone was allowed to do so.

As we hadn't seen much picturewise and were getting close to Marysville, we decided on a grade crossing near Kileyville which was more wide open than anything we had seen.

At the grade crossing were five sheriffs, a small junior high school band and a crowd of locals waiting to see the president. We asked a sheriff if we could step forward of the grade crossing so we could get a good picture of the train without the people and a signal box in the view. He looked at my large video camera and our other camera equipment and asked where we were from. My friend quickly answered that he was from "D.C.," which he was, and the sheriff said we could go out in front of the crowd if we wouldn't get close to the tracks. I think he thought we were D.C. press.

About 30 minutes before the president's train, a helicopter came along flying directly over the tracks. On the nose of the copter looked to be some kind of a roving eye like I've seen on the front of an Apache gunship. I don't know whether the copter was sniffing for bombs (who knows what the government has) or looking for fresh diggings along the tracks (buried bombs). I later was told that authorities were very concerned about bridges of all sizes.

About 20 minutes before the president's train, along came a suburban hyrail truck with four men in suits. It was followed by another one maybe 500 yards behind.

Five to ten minutes ahead of the first train came a helicopter which would circle and swing back and forth across

the tracks. This copter had its rearside doors open, and men with binoculars were looking around. At our second location there were some people in a field next to us, and the copter went around them several times before it went on.

We had been told that there would be a pilot train, the president's train and a follow-up train. As a headlight came into view, the crowd began to stir, but the sheriff announced that the president would be on the second train.

On the previous day when the big train was deadheading, it was referred to as Extra 1992. Today, the pilot train was Number 601, the president's train 602 and the third train 603. Occasionally the 602 would be referred to as the "POTUS" (President Of The United States) train.

The 601 had two CSX GEs, B36-7 5866 and Dash 8-40B 5935 (ex-NYS&W 4022), with the *American-European Express* lounge *Bay Point* and the CSX theater car from the second train of the day before. As it whisked by, you could see several well dressed men looking out the back of the theater car at the people they were passing. There was also a large sign at the bottom of the glass of the theater window that said, "President on next train."

Running about ten minutes behind the 601 came 602, the president's train. The day before, the 1992 had had an American flag mounted on the fireman's side, and we thought the flag for the other side had fallen off. Today the American flag was on the engineer's side, and the president's flag was on the fireman's side. There was also a large presidential seal mounted below both side cab windows of 1992, along with the small inscription "The Presidential Whistle Stop Tour 1992.".

After I took my picture of 602 approaching, I turned to see how the crowd was reacting. Everyone was either clapping or waving as the train passed from the engine to the rear car. No one knew where the president was, so the people cheered the entire train.

I had wondered whether we would ever get a glimpse of Mr. Bush himself. Security surely would prevent him from riding on the back platform. As the rear car approached you could see the president leaning out to look forward and waving at the approaching crowd. As the *Baltimore* came by, I saw that Barbara Bush was also on the rear platform waving. Standing behind them with the car door partially open appeared to be two secret service types. President Bush does have stamina — I don't think he ever left the rear platform for the entire two days. I'm not sure my legs and back would have held out.

Since the president's train would be stopping soon for his speech in Marysville, we decided to wait where we were for the third train. The 603 had two Dash 8-40CWs, the 7811 and 7809, the RF&P baggage car and CSX *West Virginia* (the rest of yesterday's second train).

Police everywhere

Chasing the president's train proved to be a different experience. As we got back on the Interstate we were joined by two Ohio State Police cars. At the next entrance ramp we were joined by two more. It seemed that the police were leap-frogging ahead to set up new positions to protect grade crossings or bridges. Within a short time we were sandwiched among eight state police cars! That's enough to make even the staunchest train chaser nervous.

The president's security provided by local agencies varied across the board. At the grade crossing we chose for our second shot there were two state cops and their cars. We parked well away from the crossing (no cars could be near the tracks for fear of a remote control bomb) and approached the officers with our equipment. We wanted to walk about 50 yards down the track to be right at the curve off the long straight. Unbelievably, the "Washington, D.C.," answer worked again, and we were given permission to leave the secured grade crossing for our pictures. Needless to say, the helicopter circled us more than once, probably wondering how we were able to get down the tracks away from the police at the grade crossing.

As I said security varied. In Hancock County, Ohio, the sheriff's instructions were to keep all people at least 75 feet from the track at each grade crossing. I'm sure President Bush would have had a fit if he had known, because contact with the people was what the campaign train was all about. Close contact does work — people would get so excited. I saw one man turn to his friends after the president went by and announce, "Well, he's got my vote!"

Everywhere we went in the two days, road traffic was allowed across the grade crossings between trains, except for Kenton, Ohio. They blocked all the grade crossings in their city for more than 20 minutes until all three trains had gone by. We lost an extra picture as we sat in the gridlock.

In looking at the map, we saw that Findlay was still in Hancock County. We decided to drive there in the hopes that they had a different set of rules — in contrast to the earlier "75 feet from the tracks." We pulled up to a city policeman standing by the tracks and asked if we could stand with him for our photo. He was more than happy to have the company. His job was to keep people from parking along the tracks, as there was a parallel road. When the pilot train came along this time, a secret service agent was sitting on the steps just outside the cab. As the president's train approached, someone on the policeman's radio reminded the officers to not look at the train but to watch the people.

When the president was giving his speech in Bowling Green we scouted ahead. We found a freshly mowed hayfield that would give us a wide open three-quarter view. With the farmer's permission I drove out into the middle of the field and set up my equipment. For the president's speeches, the 601 would stop out ahead and wait for instructions to proceed. This field was just where the 601 was waiting. The secret service agent who had been on the cab steps in Findlay came out of the cab three different times and looked me over with his binoculars. I'm not sure, but I think he actually cracked a smile when he saw me at one of the photo locations on Sunday.

Presidential Consists

September 20-21, 1992

CSX Pilot Train 601

CSX B36-7 5866
CSX Dash 8-40B 5935 (NYS&W 4022)
AEE lounge *Bay Point*
SBD 318, CSX Track Observation Car

CSX Presidential Train 602

Dash 8-40CW 1992 (CSX 7812)
Dash 8-40CW 7810
CSX baggage 362 (ex-ACL RPO)
CSX observation *Washington*
CSX dorm/power car *Kentucky*
UP sleeper *Omaha*
UP diner *City of Los Angeles*
UP coach *Texas Eagle*
UP coach *City of Salina*
CSX lounge *Tennessee*
UP coach *Sunshine Special*
UP coach *Portland Rose*
UP dome-coach *Challenger*
UP power car 207
UP dome-lounge *Walter Dean*
UP diner *Overland* (satellite domes)
CSX diner-lounge *Indiana*
CSX diner *Greenbrier*
AEE diner *Zurich*
UP business car *Selma*
CSX business car *Baltimore*

CSX Follow-Up Train 603

Dash 8-40CW 7811
Dash 8-40CW 7809
RF&P heavyweight baggage 28
CSX display car *West Virginia*

THE PILOT TRAINS which operated on CSX as 601 running ahead (**top**) and 603 following behind (**above**) are shown at the same location at Kileyville, Ohio, as the photo of the presidential train 602 on page 65. For a color view of the 1992 see page 90.

Who pays the bills?

You may wonder how the cost for the three trains and all the enormous preparation was handled. Because of strict federal election rules, CSX and Conrail were very careful to document all cost. The president's campaign fund would be billed for the 19-car train. Trains 601 and 603 would be billed to the secret service, and the White House communications picked up the bill for all the elaborate communications. The bottom line is that the taxpayers would pick up two of the three invoices.

Beware of trench coats

My favorite security story comes from a friend who lives in Ohio. He had dinner plans with his wife and friends for 6:00 o'clock Saturday evening but wanted a picture of the train. It was decided he would get dressed for dinner early, go out for his picture and meet his wife and friends at the restaurant.

As he wasn't sure about the arrival time or the train, he got to a bridge over the tracks quite early. He left his car about a block away, out of sight. As it was trying to rain, he was wearing a long trench coat and decided to wait under the bridge until he saw a headlight coming.

Well, you guessed it. While he was underneath the bridge, two policemen and a secret service agent showed up. As soon as the headlight from 601 was visible, he stepped out from under the bridge to come up top. He heard the sound of two shotguns being cocked and was ordered to raise his hands and turn around slowly.

Now visualize that his camera was underneath his coat making a large bulge. Soon the helicopter was overhead hovering so low that he could feel the wind from the rotor blades. The secret service agent kept talking into his radio while the state policeman questioned him to get to the bottom of the story. The bottom line was that they let him go but didn't let him take [illegible]ture fro[illegible] bridge.

Lots and lots of security

Other security measures included looking in every signal box and railroad building close to the tracks along the route and putting numbered metal seals (like boxcar seals) on each one to show that they had been checked. At one point there was a signalling problem that required a box to be opened. This procedure was monitored closely over the railroad radio.

In passing through yards, no engine or car could be parked on an adjacent track. An extra train crew followed along by car just in case there would be a problem with any of the crews on the three trains — someone getting sick or whatever.

In the cab of the president's train were the engineer, road foreman and two secret service agents. One of the engineers told me that the agents were very alert and businesslike but at the same time were friendly and exchanged conversation. Politics were never discussed.

On the train itself, there were three levels of security. Everyone was issued a security badge on a chain — complete with artwork of an EMD F-unit that

Pursuing the POTUS

...on close examination turned out to be the Erie-like Australian ML2 with "GB" for George Bush in the circular nose herald! There were three colors of badges which determined where you could go on the train. One CSX employee who had the highest security told me that to get onto the last two cars to take care of his duties he would be escorted by the secret service.

About a week before the campaign train, a five car test train had been run over the route so the secret service could see what they were up against.

Sunday in Michigan

The president's train was scheduled to leave Plymouth 10:30 a.m. — or after church — and have stops at Wixom (11:00 a.m.), Holly (12:45 p.m.) and Grand Blanc (2:45).

The town of Novi, Michigan, had both the best security and the worst. Early Sunday morning we were driving over every grade crossing very slowly looking for our first picture location. Since we looked suspicious, a Novi city policeman pulled us over. I quickly showed him my camera equipment and explained what we were doing. After running a computer check on my driver's license and discussing the situation with someone on his radio, he actually told us of some picture possibilities a little farther along. In two days, this was the only person to ask us why we were checking out the railroad so closely.

At the grade crossing in Novi where we did decide to take the picture, the policemen on both sides of the grade crossing turned their backs to the waiting people and saluted the president's train from the diesel to the last car. In contrast to the "keep your eyes on the crowd" policy of the secret service, this was the worst security we saw — but it made a nice picture.

At Grand Blanc the president gave his last speech. I was at the other end of the train trying to get the perfect portrait of engine 1992 (see page 90). I could hear a band playing and crowds cheering and see a large group of people. I'm not sure when the president was escorted to his waiting limo to be taken to his waiting plane, but there was a fireworks display including many aerial bombs before the crowd left.

On the road again

Following the run to Grand Blanc, the two communication cars were kept together for another possible campaign train, and the 1992 went back into freight service in presidential colors. Less than a month later, the 1992 was taken to Atlanta, Georgia, to head up a two-day Bush whistle stop on Norfolk Southern from Atlanta to Spartanburg, S.C., on October 20 and on to Raleigh, N.C. on the 21st. The CSX *Baltimore* and most of the UP equipment was also used, along with some NS cars and NS GP60 7140 as the second unit.

As we go to press a week before the election, the 1992 and UP consist are on the Wisconsin Central for a Halloween Day trip from Burlington, Wisconsin, to Stevens Point and Chippewa Falls. While the train was being assembled at North Fond du Lac, the 1992's presidential paint job was messed up when it was run through the wash rack and had to be repainted.

George Bush's whistle stop campaign trains were certainly more impressive than Bill Clinton's bus tours. Unfortunately for Mr. Bush, November 3 would demonstrate that they weren't impressive enough to be more effective.

Grass roots

From the open platform of his whistle stop tours, President Bush got a good look at the people of America. There were cheering supporters and the merely curious. And in spite of secret service, helicopters and a legion of police, there was even one fellow in Ohio who "mooned" the entire train from 1992 to *Baltimore*.

Welcome to the Heartland.

ENGINEER CHARLIE McCLAIN wore traditional garb and big ID badge. On NS, Mr. Bush waved (**left**) at Kings Mountain, N.C., and was at Kannapolis (**below**) on October 21.

BELOW and INSET JIM WRINN

RICK GLADULICH

THE PROUD PAINT SHOP CREW poses with the fresh F10 411 at the MNCR North White Plains shop on August 6, 1992.

Metro-North's "Boston" F10s

by Richard M. Gladulich

A behind the scenes look at how Metro-North acquired its four newest F-units

When a major railroad expands its fleet of F-units these days it's big news, and that's just what happened on June 23, 1992, when Metro-North Commuter Railroad took delivery of four former MBTA EMD F10s to bolster its fleet of passenger power. Normally, railfans only hear of such a transaction and see the results on the road but seldom get the details behind it. As a professional railroader working in Metro-North's mechanical department, I had the opportunity to be directly involved in this project from beginning to end and kept a diary of the entire transaction. It relates an interesting tale of why some EMD locomotives can have a very long working life.

Our story really begins in the summer of 1991. The venerable FL9 fleet upon which Metro-North depends so heavily was being worked close to the absolute limit. Any unexpected failures cut deeply into our already small shop margin. Greatly complicating matters were continuing problems in accepting the FL9AC locomotives being rebuilt by ASEA-Brown Boveri at the Republic Locomotive Works in Greenville, South Carolina. Although one unit was already on the property, problems getting this very sophisticated computer-controlled creature to run failure-free were setting the whole program back by many months. To put it simply, we were hurting for motive power.

Two F7s: A good start

As a temporary measure I had discovered the availability of two ex-NJ Transit HEP-equipped F7 units which belonged to the United Railroad Historical Society of New Jersey. This group (comprised of several NRHS chapters and other railfan groups) is helping to start up a state museum of transportation at one of several possible sites in the Garden State. New Jersey Transit had very generously donated to this group a large selection of historic diesel and electric locomotives as well as passenger cars. As with most railfan sponsored projects of this type, money was very scarce. The MNCR legal department, several mechanical department people and myself

worked out a unique partial solution to both of our problems. In return for loan of these units for a one dollar per year payment, Metro-North would mechanically restore the inoperative units and return them to the URHS at the end of the lease in good running condition.

Although this alleviated our locomotive crisis somewhat, several other events compounded matters still further. In the summer of 1991 the Connecticut Department of Transportation decided to expand and improve service on the Waterbury branch. As their contract operator we were required to take steps to implement their plans. Not surprisingly, one of the steps was to cease operating the totally unreliable self-propelled Budd SPV cars which held down service on the branch (the reliability of the SPVs — "seldom powered vehicles" — had been so poor that substitute service by the Fitzgerald Bus Company had become commonplace). Also included in the new plan was institution of direct through service to New York, something that had not operated for more than 35 years.

Added to this was a desire by Metro-North's planning and marketing department to improve service on our upper Harlem Line between Brewster North and Dover Plains and ultimately Wassaic, N.Y. As with the Waterbury branch, this meant putting the SPV cars out to pasture and instituting limited through service to New York. As you can imagine, this had the potential of putting an enormous further strain on our motive power fleet.

The search continues

I became involved in this issue shortly after Labor Day in 1991. As the resident rail historian and "used equipment scrounger" in the mechanical department, my ability to find extra passenger locomotives was well known to both our Vice President Operations Richard C. Kirner and Chief Mechanical Officer George Walker. One day Mr. Kirner was leaving the morning operating department meeting where our locomotive problem had apparently been a prime topic for discussion. Stopping at my office in the Operations Center, he asked me to search around for some HEP-equipped locomotives that could be obtained at a reasonable cost and would be suitable for our service. I was further told that the new acquisitions would be confined to the Dover Plains-Brewster line, the Upper Hudson line between Harmon and Poughkeepsie and the Waterbury branch, freeing up third-rail equipped FL9s for through service to New York.

After taking care of my normal morning duties with our equipment information system, I set out to find some locomotives. By perusal of some recent back issues of R&R and *Trains* magazines, I quickly narrowed the choice to four surplus Chicago & North Western F7s formerly used on their executive trains, the soon to be retired Burlington Northern E8 and E9 units in Chicago commuter service and the likewise soon to be replaced F10 units in Boston. Initially, we decided to look at the C&NW units because of their excellent condition. Assistant Chief Mechanical Officer Don Muyskens even went to Chicago to inspect them. After receiving a very favorable report on their condition, our chief mechanical officer asked me to find out the asking price for all four units. Needless to say, our interest was diminished when we were quoted a price in excess of $175,000 per unit, as-is, where-is. Frankly, Metro-North could not spare that kind of money when our budget was being squeezed by an increasingly recessionary economy.

We then looked at the Burlington Northern E units which were about to be replaced by new Metra F40s. Owned by the West Suburban Mass Transit District, the units might have been obtained at a reasonable price. However, Mr. Muyskens was opposed to E units primarily due to the extra cost involved in maintaining two power plants that really weren't necessary given the short consists on the Upper Harlem, Upper Hudson and Waterbury branches.

Boston's F10s

That left the F10s in Boston. Despite railfan rumors that the units were not

TOM NELLIGAN

BACK IN APRIL 1979, MBTA F10 1151, which would become MNCR 412 in 1992, had a commuter train for Providence rounding the curve just outside Boston's South Station.

in the best shape, we decided to explore the matter further. Initial contacts with the MBTA were positively received, and it quickly became apparent that we could obtain them very inexpensively. Because they had been purchased from the Illinois Central Gulf's Paducah Shops using two Urban Mass Transportation Agency grants that provided between 80 and 85 percent of the purchase price, we, as an UMTA grant recipient, could petition to have any remaining unamortized UMTA money transferred to us at no cost. Metro-North would be responsible for paying the MBTA only the remaining portion of the local share of the grant.

At this point, Metro-North Special Counsel Walter Zullig, who like myself is a railfan, was brought in to work with me in obtaining the units. On October 23, 1991, we drafted a letter of interest to the MBTA which was sent by our chief mechanical officer. Since we had not yet inspected the F10s, we chose the 1113, 1151 and 1152, which had been the last three in service and had been stored only a few weeks. We also indicated interest in a fourth unit to be identified later. There was some urgency to do this since we had to have the letter in the MBTA's hands prior to a November 5, 1991, bid opening where the units would be offered for general sale. Once they were removed from the bid list, we could then begin the long process of transferring the units to Metro-North. About a week later, Walter sent another letter to the MBTA's general counsel outlining what the transaction would require. Briefly, this would be resolutions passed by both the MBTA and MTA boards petitioning UMTA to allow the transfer. Also required were two independent appraisals of the locomotives by outside consultants as well as determination of an UMTA approved value.

A hands-on inspection

I was invited to join Vice President Kirner and Harmon Shop Superintendent Mike Dorsi on an inspection trip to look over the units. Since Mr. Kirner had formerly been our chief mechanical officer, his presence would insure that we would find four good units. After taking a very early Amtrak train from Philadelphia to New Haven, I met both men at our m.u. shop and proceeded by car to Boston. Upon our arrival, we introduced ourselves to MBTA Chief Mechanical Officer Richard House, who was waiting for us. Since we came dressed for a dirty job, Mr. House was more than a bit taken aback that a vice-president would personally turn up with a hard hat, work boots and coveralls to look over his units. After exchanging pleasantries, we were shown the units which were stored in various places around the shop. Immediately, Kirner and Dorsi climbed on the first unit with a large screwdriver and wrench and began to tear apart the engine room looking for any defects. I was directed to follow them with a clipboard, notepad and camera, taking photos and making notes of anything they found. Within two hours, all four units had been very thoroughly inspected with all obvious problems duly noted and photographed. As a result of our inspection, we had chosen our fourth locomotive, the 1109. Except for a main generator bearing problem on the 1109, a failed HEP unit on the 1113 and oil leaks in 1152's main engine, the units were complete and in fairly good condition. Nothing was found that would prevent our Harmon Shop people from putting all four in service in relatively short order. At the end of our inspection, I had a chance to photograph a few units around the terminal including a new F40PHM-2 that had just been delivered by Morrison-Knudsen. I then took Amtrak's *Merchants Limited* back to Philadelphia.

By late January 1992 Walter Zullig had prepared a memorandum outlining the proposed transaction to the MTA board. Included was an estimate of the proposed purchase price and a value estimate of the units needed by UMTA. At the same time, Walter had received a copy of a letter from MBTA's general manager to UMTA asking their approval of the transaction. Also included was a very detailed inspection conducted on all four units by an outside consultant. This pretty much confirmed what we already knew about them and served as a basis for an overall value required by UMTA. After several more weeks of waiting, the MTA approved the purchase at their monthly meeting on February 28th. Meanwhile, the MBTA board did the same several days later on March 4th. Things were moving along very rapidly, and we had hoped that the F10s could be on our property by early April. Anticipating this, I made contact with a friend in Amtrak's National Operations Center in Philadelphia to see whether they could deliver the units to us at New Haven. Having several previous positive experiences with Amtrak, I knew they would be delivered promptly, unvandalized and at a very reasonable cost. Since Amtrak was the contract operator of the MBTA service and the F10s' current custodian, they were very receptive to moving the units when the time came. A contract was forwarded to us by Amtrak's Washington headquarters which was quickly signed and returned.

At the same time, a proposed renumbering scheme was developed for the four units since their 1100-series numbers conflicted with our ex-New York Central Pullman-Standard electric m.u. cars. Although I suggested that they be numbered after the FL9s in the

DAVID PATCH

J W SWANBERG

ONE OF THE UNRELIABLE SPV 2000s, MNCR 293 (**left**), was at Waterbury, Conn., on February 10, 1991. To replace these cars, MNCR bought the four MBTA F10s shown at New Haven (**above**) on June 24, 1992, being hauled west behind B23-7 802. In April of 1980 (**opposite**), F10s 1109 (MNCR 410) and 1102 posed at Boston's South Station.

TOM NELLIGAN

2090 series, Assistant CMO Muyskens decided to number them 410-413, which was the same series as our leased ex-New Jersey Transit F7s (417 and 420). This would also help prevent their accidental assignment to a New York City train where their lack of third rail capability would cause smoke problems in the Park Avenue tunnels leading to Grand Central Terminal.

Labor and lawyers

There was one final hurdle to surmount. UMTA's Region II office in New York was required to involve the U.S. Department of Labor in the transaction. Under Section 13C of the Federal Transportation Act of 1958, the Department of Labor had to certify that the transaction would not adversely affect employment on Metro-North. Since the F10s would be new additions to our own fleet, the impact would be non-existent. Indeed, since we had planned to overhaul the units ourselves, the transfer would actually bring additional work to Metro-North shop employees.

After weeks of waiting, we were finally advised in mid-May that there was no labor issue and that the coveted 13C Certification would be forwarded to UMTA, which was now known as the Federal Transportation Administration. With the 13C certification in hand, the transaction once again began to move rather quickly. By mid-June, a proposed bill of sale was drawn up and approved by lawyers for both agencies. At the same time, the Metro-North accounting department was asked to prepare a check for the locomotives. Our total cash outlay to purchase the units was $51,631 — or just about the scrap price for only one unit.

A strike threat

Meanwhile the threat of a strike against Amtrak loomed for June 24th. Metro-North management became rather anxious that the units might be marooned and possibly vandalized during any labor stoppage. As a result, I was told to do whatever I could to get the units onto our property prior to the June 24th strike deadline. Walter Zullig had done his part by getting UMTA and MBTA to allow us to take custody of the units before the final transfer papers were prepared. On Thursday, June 19, 1992, I contacted Amtrak's Boston Engine Terminal manager who told me that all four units needed air work and that there was very little chance that they would be ready prior to the strike. Upon hearing this, our Chief Mechanical Officer George Walker contacted Amtrak management to remind them of the need to work in a cooperative spirit and mutually assist each other whenever possible. This must have worked, because I was called by Amtrak the very next day and informed that the units would be ready to roll by Sunday afternoon at 4:00 p.m. A call was then made to Philadelphia to arrange a move. My Amtrak contact called a crew for Sunday night who would use a work engine that was needed in New Haven. I then went home for the weekend, assured that the situation had been taken care of successfully.

Amtrak comes through

Or so I thought. On Monday I had to take an unexpected vacation day to take care of a family member's illness and hospitalization. During the day, I called Amtrak just to make sure the F10s made it to New Haven safely. To my surprise and disappointment, I was told that the work Geep experienced a cab signal failure en route and was only able to pull the F10s as far as South Station. At that point, any chance of moving them by the Tuesday midnight strike deadline seemed virtually nil. When I reported to work on Tuesday morning, I could see that both Mr. Kirner and Mr. Walker were very disappointed. On the slight chance my friend at Amtrak could do something, I placed a call to their Operations Center in Philadelphia.

"Boy, Rick are you in luck," was the response on the other end of the phone. I was then told that there was a New Haven-based crew that had been stranded in Boston when their regular train was annulled due the impending strike. Wanting to get home, they agreed to staff a work train to tow our engines down to New Haven. If every-

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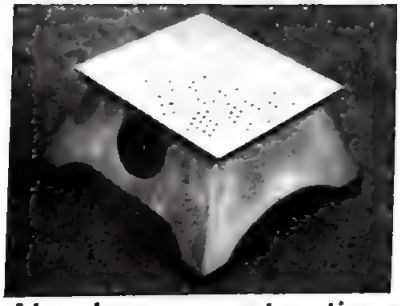

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thing worked according to plan, our F10s would be on Metro-North property by 7:00 p.m. Naturally, our people were very relieved.

Shortly after 2:30 in the afternoon, I was once again called by my Amtrak friend and told that our units were on the move. "By the way, the crew tells our Boston dispatcher that there is a caravan of ten to 20 railfans following the train across Rhode Island and Connecticut."

I was more than a little surprised, since even we did not know the move would take place until after 10:30 that morning! I hadn't even gotten the chance to call anyone to tell them about the move. I guess that one should never underestimate the effectiveness of the railfan grapevine. It was a very beautiful sunny day, so there were probably railfans already in the area who literally stumbled onto the very unusual consist. Shortly before 7:00 p.m., Amtrak GP7 781 arrived at New Haven with our new engines.

At almost that moment President Bush signed an order for a cooling off period, averting the strike for the time being. Although Amtrak had already annulled some of its long-haul trains that would have been caught en route by the strike, no work stoppage actually occurred (and the issue has since been resolved).

At home on Metro-North

At New Haven, our units were placed overnight on one of the old "motor storage" tracks just west of the station. The next night, a Metro-North B23-7 that happened to be in New Haven moved the F10s to our Harmon Shop. Two of the units, 1109 and 1113 which were to become the 410 and 411, were subsequently taken to our North White Plains paint shop while the 1151 and 1152, now numbered 412 and 413, were prepared for overhaul. Assistant CMO Muyskens had decided to have two painted while the other two were reconditioned, with both pairs exchanging places after painting the first set was completed.

A few weeks later, several managers in the mechanical department asked CMO Walker to consider obtaining at least two more F10s for use as a parts supply. At his instruction, I once again went to my MBTA contact who informed me that there were only six left, as the state of Maine had purchased six additional units for eventual use on a planned revival of Boston-Portland passenger service. Since the remaining six had been the longest in storage, a fairly extensive overhaul would be necessary in order to bring any of them back to life. And since the terms under which the Federal Transportation Agency transfers units to us requires that they be placed back in service, any request to purchase one more [illegible] as a parts [illegible] would probably be denied. For this reason, Vice President Warner rejected the idea on the grounds that we really didn't need any more than four units for our present service.

Fresh paint

In the weeks that followed their arrival, I monitored the F10s' progress through both the Harmon Shop and our North White Plains paint booth. The moment I was waiting for came on Thursday morning, August 6th, when I learned that the 411 had just been rolled out of the paint shop. Tipped off the previous day by paint shop Foreman T.J. Amedeo to bring my camera to work, I set off for North White Plains immediately upon completion of my shift. Upon arrival, I found 411 in fresh Metro-North paint just outside the shop door. Frankly, I was overwhelmed by the unit's appearance, especially given the last time I had seen it in Boston.

Justifiably proud of their work, several members of the paint crew took a break from the partially completed 410 to ask how I liked their handiwork. Thinking that they might want to have their photo appear as part of my F10 article, I asked foreman "T.J." to round up the rest of the paint crew and pose them in front of our newest addition to the roster.

Several days later on Monday, August 17th, the first F10 went into service. Initially assigned to the Harmon–Poughkeepsie midday shuttle run, the 413 was kept close to Harmon Shop in case problems developed. Fortunately, the unit ran flawlessly more than a week in this service. On August 26th, the unit was released for service on the Danbury branch, which allowed the removal of SPV cars from all regularly scheduled runs on our railroad.

Since then, the 411 has been placed in service, and the other two F10s are undergoing overhaul and should be ready for service by the time you read this.

The units we had chosen were all former Gulf, Mobile & Ohio F3s built between December 1946 and June 1947 and rebuilt in the ICG's Paducah Shop during 1978 and 1979. Our 410, MBTA 1109, had been GM&O 807B; while our 411, MBTA 1113, had been GM&O 809A and ICG 1610; our 412, MBTA 1151, had been GM&O 884A; and our 413, MBTA 1152, had been ICG 880A. The 413, delivered to the GM&O in December 1946, is the oldest unit in regular U.S. passenger service today.

In appreciation for my contribution to the F10 project, the North White Plains shop staff presented me with the old number boards from F10 1113, which is now Metro-North 411. They will make a nice addition to my railroadianna collection and will serve as a memento of one of my more interesting assignments.

KODACHROME BOB LeMAY

IN FRESH PAINT, Metro-North F10 413 was at South Norwalk, Conn., with Train 6810 on August 30, 1992. As MBTA 1152, the engine that would become 413 had Train 606 from Needham (**bottom**) pulling into Boston's South Station on June 11, 1979. In October 1991, Metro-North's Operations VP Kirner (**below**, left) and Harmon Shop Superintendent Dorsi (center) were inspecting MBTA F10s in Boston. MBTA 1109 (**right**) was becoming Metro-North 410 in the North White Plains paint shop on August 6, 1992.

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Steam on Saluda

Having already summarized the big steam events of mid-1992 in the December 1992 issue ("The Steam Season," page 89), we were intrigued to receive Jim Wrinn's report a few weeks later on an event that turned out to be one of the year's biggest surprises for steam fans. As Jim tells it:

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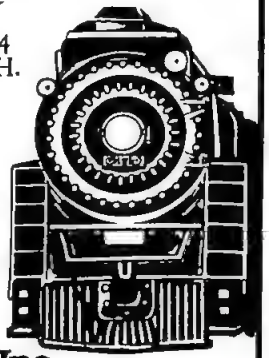

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ıne 3000 spectators at Saluda, North Carına, on October 25, 1992, when she singleandedly walked six coaches up America's steepest main line grade. It was the first time since July 1972 when Tennessee Valley Railroad Museum's restored Southern 2-8-2 4501 pulled four cars up the grade that steam was allowed on Saluda and the first time in almost 40 years that steam descended the grade. The largest locomotives on Saluda before had been Southern's passenger 4-8-2s and freight 2-10-2s in regular service.

"With a thunderous, sharp exhaust and sanders wide open, the 611 slipped only once near the top of the grade with its 350-ton load, but engineer Bob Saxtan restarted the locomotive without slipping and eased it through a wall of people who had gathered for the spectacle. Before the 611 made its assault on the grade, a trio of Norfolk Southern six-axle diesels had taken the first 14 cars of the Charlotte-Asheville round trip excursion from the siding at Melrose at the bottom of the grade and run them to the top. There, passengers got off to watch the 611 make its run up the hill.

"Equally impressive but less noticed was the return descent after dark with the three diesels adding their dynamic braking to ease the train safely down the grade. The Piedmont Carolinas Chapter NRHS and Norfolk Southern did an outstanding job running the trip, which attracted more than 850 riders from across the nation and as far away as England and New Zealand.

"Saluda Grade averages 4.7%, with some short stretches believed to be above 5%. Certainly, the folks who built the streamlined 611 to haul passenger trains through the flatlands of eastern Virginia at speeds near 100 m.p.h. would be gratified to know she can handle herself on the country's toughest main line mountain grade."

On the Menu

With this issue we are introducing a new monthly column to R&R: "ON THE MENU" by James D. Porterfield. This will be a wide ranging column that combines the topics of food and railroading. It was inspired by the research that Jim Porterfield did for his upcoming book by St. Martin's Press, *Dining by Rail*, which consists of railroad dining history, anecdotes and dining car recipes. (Jim's capsule biography can be found in WE'D LIKE YOU TO MEET... on page 49.)

For the column, he will expand the topics to include railroad theme restaurants — like this month's look at Jake's Junction at Elkhart, Indiana, with its recreated New York Central dining car menu specials — and restaurants near railroad attractions, as well as ideas like a railroad-recipe picnic basket for a day of train watching. There will, of course, be reviews of dining car services from Amtrak to dinner trains and some behind-the-scenes looks at what makes them tick. You can also expect recipes and lore from old time and contemporary dining cars.

We won't give them all away, but Jim's letter proposing the column listed better than a dozen well thought out ideas that will make for some fun reading — over dinner, preferably.

Winterail '93

Associate Editor Bruce Kelly was able to include advance notice in this month's TIMETABLE for that "mother of all rail photography shows," Winterail '93. This 15th annual show, with its multi-media slide presentations and railroadiana sale, will be held in Stockton, California, on March 6 in the Scottish Rite Temple at 33 West Alpine Avenue. Kelly, our resident Western railfan, has this to say about Winterail '93:

"If you've never been to a Winterail, *do it*. It's the biggest gathering of serious rail photographers you'll ever see. You'll have a chance to talk face-to-face with some of the people whose names you see credited to pictures and articles in the rail magazines, and you'll get to sample some of the latest in

(Continued on page 85)

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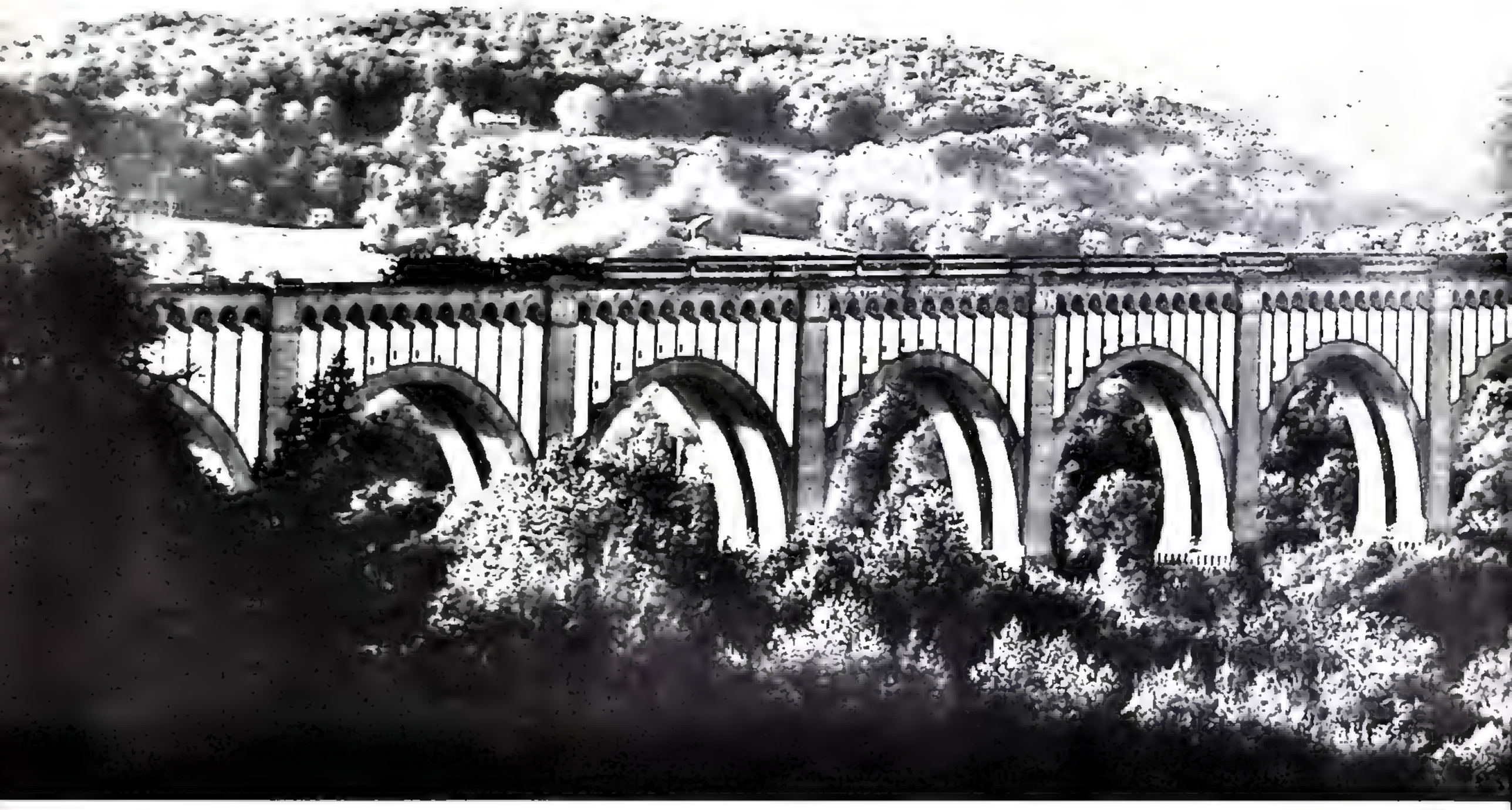


In this year 1992 when Steamtown National Historic Site seemed to be wrapped in a shroud of controversy and was fighting with Congress for its very existence, the park and the Steamtown Volumteer's Association hosted an impressive event that proved what can be done with their site, resources and people. "Railphoto '92" was held between September 18 and 20, and it wasn't just the steam locomotives that wowed the crowds. This third annual event under Park Service management brought together a varied collection of contemporary and historic diesels and other equipment — much of it with the solid support of Steamtown's main line "landlord," CP Rail System. And the National Park itself proudly showed off its newly completed operating roundhouse and turntable and all three of its serviceable steam locomotives alive together for the first time on a Photographer's Weekend.

After a couple of years of "tolerating" Steamtown's operation on its subsidiary Delaware & Hudson (now the "Bridge Line Division"), CP Rail System embraced this year's Photographer's Weekend with unexpected enthusiasm by sending in an impressive fleet of equipment. As a result, the event got an unofficial start on Thursday, September 17, when CP staged a line-up of locomotives for its own publicity photos. For a night shot in the yard, CP marketing and communications representative Jonathan Hanna and photographer Bruce Nett lined up Soo Line SD60M 6059, CP Montreal/Alco M630 4561, Canadian Atlantic RS23 8023 and Steamtown's CPR 4-6-2 2317 for a family portrait (a planned D&H GP38-2 was delayed en route) with lighting directed by Jim Boyd. There was also a scene with the classic CP business car *Mt. Stephen* with the 2317.

The first public event on Friday was the official night photo session featuring three scenes of arranged equipment with two groups of photographers rotating among the sets. The advance plan-

JJ YOUNG JR

Doubleheader

by Mike Del Vecchio

BRUCE KELLY

ning and lighting were choreographed by photographer Tom Kelcec, assisted by Steve Barry, Bob Bahrs, Steamtown Ranger Kenny Ganz and myself.

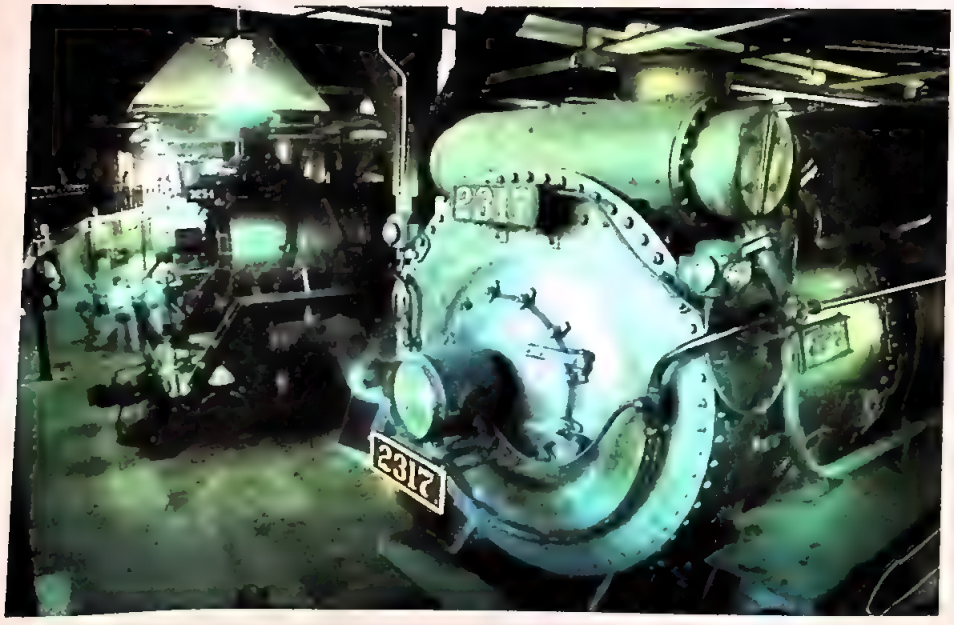
Saturday featured a 25-mile round trip to Carbondale on the Lackawanna Valley's former-D&H main line using two locomotives. With no turning facilities in Carbondale, CNR 2-8-2 3254, ori-

KERMIT GEARY, JR

SUNDAY'S DOUBLEHEADER over the D&H to Binghamton with CPR 4-6-2 2317 and CNR 2-8-2 3254 was the highlight of Railphoto '92 from its spectacular departure in morning sunlight up the grade out of Scranton (**above**) to its crossing Tunkhannock Viaduct (**opposite top**) in late afternoon on the return trip. In downtown Binghamton the engines, shown here (**opposite bottom**) backing into the old Erie yard, ran over both the former Erie and DL&W main lines as they maneuvered for the wye. On the Thursday before Photographer's Weekend, CP Rail System arranged for Steamtown to line up its display units, Soo Line SD60M 6059, CP M630 4561 and Canadian Atlantic RS23 8023 with Steamtown's CPR 4-6-2 2317 (**below**) for a "family portrait" night shot.

KODACHROME J M BOYD / LIGHTING JIM BOYD, MIKE DEL VECCHIO and JONATHAN HANNA

TWO KODACHROMES MIKE DEL VECCHIO



ented for the return trip, ran ahead of the excursion to Carbondale with two private cars carrying dignitaries for speeches in town. Close behind, CPR 2317 brought the excursion in with a photo runby en route. After lunch and servicing, the 3254 coupled to the south end of the excursion consist and headed it back to Scranton, with the 2317 following with the private cars. The traditional banquet was held Saturday night in the impressive Lackawanna Station Hotel.

Sunday featured a 2317-3254 doubleheader over CP Rail System's Bridge Line Division former DL&W main line to Binghamton — and CP was no doubt pleased to have "its own" 4-6-2 in the lead. The weather was cool and picture-perfect, and the two locomotives put on quite a show. Photo runbys were held at Factoryville Tunnel and atop famous Tunkhannock Viaduct on the northbound trip and at a neatly manicured field near Halstead on the return.

With the two excursions and impressive equipment display on the museum site, participants in Railphoto '92 were kept busy for the entire weekend. The Steamtown Volunteer's Association, under the tireless direction of Jim Franzen, worked with the CP, D&H, Conrail (and Operation Lifesaver) and the Morristown & Erie to bring all of this equipment into Scranton, and they enlisted the services of photographer Tom Kelcec to help plan the runbys, photo lines and night photos. The 6611 visitors to the park that weekend and 1045 excursion riders certainly appreciated the effort.

KODACHROME JIM BOYD

KODACHROME JIM BOYD

CP RAIL SYSTEM supported Railphoto '92 in a big way by sending a fleet of display units including Soo Line SD60M 6059, historic Baldwin 8000, MLW M630 4561 and D&H GP38-2 7309. The Sunday morning line-up outside the former-EL diesel shop (**left**) included the CP units plus Steamtown's DL&W FP7 637, NJ Transit's Erie E8 835 and Morristown & Erie C430 17. Behind the Soo 6059 was Lackawanna Valley U30B 901 (**above**), adjacent to Conrail s popular Philadelphia Division Operation Lifesaver display train with GP38 7895. CP's office car *Mt. Stephen* was posed with the 2317 (**below**) on Thursday night. Throughout the weekend, Steamtown was proudly using (**opposite**) its new turntable and roundhouse.

1992 in retrospect

To say 1992 was an important year for Steamtown National Historic Site is an understatement, as it was dragged through the national media a prime example of congressional "pork barrel" abuse. In an attempt to curtail spending on Steamtown, a bill was passed by the House of Representatives that would have imposed an oversight committee and limited the park to three operating locomotives, a 50-mile radius on excursions and drastically reduced overall funding. The bill moved on to the Senate for approval but was was not acted upon before the close of the session and therefore died.

This is very good news for Steamtown, as it means that the site will get the final $14 million already appropriated to complete the "core" projects and that main line American locomotives can eventually be made operational. Superintendent Dr. John A. Latschar is "extremely pleased" with the bill's fate and hopes that this development will "de-politicize Steamtown." Once the park is complete, Steamtown's annual budget allows for equipment restoration, but the practicalities of cost will prevent any large number of locomotives to be simultaneously operated. At least now the decisions can be made by park management in Scranton without unnecessary additonal beaurocratic supervision and second-guessing.

It was P.T. Barnum who said, "There is no such thing as bad publicity." With all the "pork" press in 1992, Steamtown's overall attendance rose nearly 50% over 1991!

For the 1993 season, Steamtown

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KODACHROME TOM KELCEC

THE SATURDAY EXCURSION on the Lackawanna Valley to Carbondale included a photo stop near Jermyn on the return trip with Canadian National 2-8-2 3254 on the point.

should be operating on its own railroad, the former-DL&W main line uphill south out of Scranton to Moscow and possibly Pocono Summit. For the next Photographer's Weekend (September 17-19, 1993) they will be able to plan runbys and special moves without having to get out of the way of CP Rail hotshots. And the Volunteer's Association already has some exciting plans lined up for '93.

Steamtown is the only National Park dedicated to the interpretation of this country's main line railroad heritage. The park has had its share of tribulations, and few can condone the political games which led to its creation. But admire the spirit in Scranton, for the ability of the volunteers and the Park Service professionals to organize such a fine show in the face of the controversy and congressional scrutiny demonstrates that they are proving the critics wrong.

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(Continued from page 77)

railroad books, videos and other products at the railroadiana sale. Plan it as a three- or four-day weekend, and your Winterail visit can include some interesting railfanning at nearby Stockton Tower (AT&SF, UP, SP and a classic interlocking tower), Franklin Canyon, Altamont Pass or other northern California hot spots where the hills will be bright green from the winter rains.

"The main attraction has always been the terrific multiple-projector slide shows which are presented on a giant screen with narration and background music. Since this is the 15th anniversary show, there will be feature presentations by Winterail's creators, Dave Stanley, Vic Neves and Brian Rutherford. In addition there will be shows by Greg Brown, Phil Gosney, Glen Icanberry, John Kirchner, Robert Larson, Mitch Nelson and Jack Neville.

"A special guest this year will be New Jersey resident Scott Snell, who will deliver his impressive slide show, "Mountains East — Mountains West," which was a big hit when it debuted at EastRAIL in 1991. A visual masterpiece, it doesn't distract you with heavy, technical narration but instead uses progressive instrumental music that's carefully matched to the mood of Scott's powerful imagery of mountain railroading from Norfolk Southern coal in the Appalachians, Conrail on Gulf Summit and CSX over Sand Patch to Rio Grande on the Front Range, BN's Marias Pass, UP in Feather River Canyon and SP and Santa Fe in the Tehachapis.

"See the listing in TIMETABLE for addresses where you can send for further information."

EastRAIL '93

Because we can't set a firm date until Chatham High School finalizes its own winter activity schedule, the planning for EastRAIL '93 is not quite as well organized at this time as Winterail is, but we are now scheduled for Saturday, February 20, 1993. Based on the same multi-media slide show format as Winterail (but without the sell 'n swap), EastRAIL was introduced in February 1990 under the sponsorship of the Jersey Central Chapter NRHS and hosted by R&R and *Railpace* magazines.

This fourth annual EastRAIL will feature shows by Steve Barry — who has had a presentation at every EastRAIL to date — and Doug Koontz as well as others who we have lined up but not yet been able to confirm. Mitch Dakelman is working on a very unusual 3-Dimensional presentation based on his years of railfan photography with a vintage 35mm dual-lens 3D camera. The 3D shows are in full color utilizing polarized projectors and those crazy 1950s "3D glasses" used in movie theaters. It really works and is a lot of fun.

A special attraction this year will be West Coast photographer Ted Benson, who will be presenting his show "A Sweet Ride" about the SP's sugarbeet operations, which was presented in 1992 at Winterail. This will be Ted's first trip to the East, and we're going to have a great time observing his culture shock. Since Ted is an avid Bruce Springsteen fan, we'll have to show him the Long

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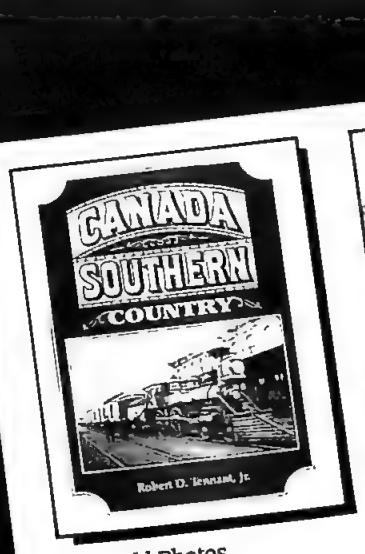

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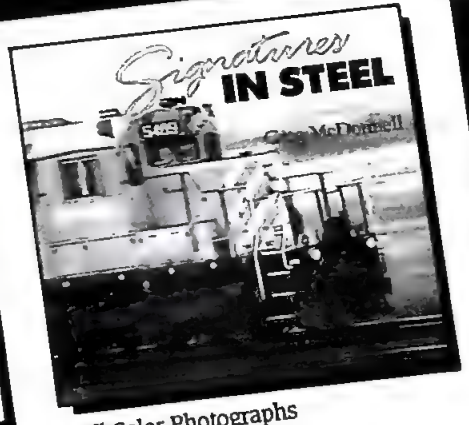

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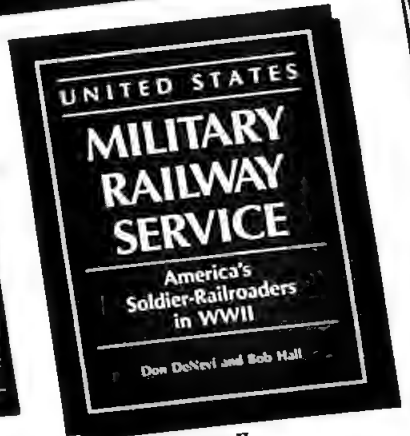

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Branch line at Asbury Park and introduce him to *real* New Jersey pizza.

See this month's TIMETABLE for details and watch for an EastRAIL program update in this column next month.

BILL LUKEN
by MORGAN
... AND WHEN IT WAS OVER, ONLY ONE PERSON WAS LEFT STANDING...
HEY! WHERE'D EVERYBODY GO?! I STILL HAVE SOME FILM! WHO WANTS A MAGAZINE?!

Cartooning the editor

A couple of weeks after the Steamtown Photographer's Weekend we received in the mail the October 1992 copy of *The Throttle*, the newsletter for the staff of the Steamtown National Historic Site. Along with a spirited write-up of the railfan event by Ranger Tim O'Malley was one illustration by Ranger/Historian Mark Morgan. You might recognize the central character.

"Road Testing" Soldier Summit

While we were completing the December 1992 issue, Tom Savio of Davis, California, mentioned that he was going to visit Soldier Summit for fall colors and a look at what's left of the Grande gold during October 1992. Since we had scheduled Scott Snell's and Rich Wallace's Soldier Summit feature for this issue, we sent Tom Savio a Xerox copy of the manuscript for a "road test." He came home with some interesting observations:

"About 75% of the trains were led by Rio Grande power, and nearly half were pure D&RGW consists. Coal drags were the best bets — intermodal and bridge traffic was usually hauled by Southern Pacific units. This is a busy railroad with most trains bunched during the morning and mid-to-late afternoon. This was pretty much as described in the article. Soldier Summit, now marked only 'Summit,' is a cold, desolate, top-of-the-world place. My best shots were to the east in Price River Canyon and Castle Gate.

"The Utah Railway is one of the best looking shows in ra[illegible]now — don't miss it. Unfortun[illegible]ous McKeen motor car, the big[illegible]s just been cut into storage sheds for a railroad employee's ranch.

"Getting to Soldier Summit: Make Salt Lake City your gateway. Its car rentals are cheaper. Amtrak or Delta Airlines can get you there. Stop for great Mexican food at the Rio Grande Cafe, housed along with a museum inside the Amtrak/Rio Grande depot in Salt Lake City. You could take Amtrak's *California Zephyr* to Helper and call a motel in Price for a courtesy pick up six miles away. But the only car rentals there are from auto dealers — the prices are steep, and there are no free miles.

"There are good, inexpensive motels in Price. I stayed at the Carriage House Inn with luxury rooms for about $25.00 a night with an Auto Club or commercial discount.

Railfanning is:

Having a cellular phone in your car and calling up Dominoes to have a pizza delivered to trackside.

CARL STURNER

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ry flashing your *Flimsies* press card!

"Good restaurants in the Helper/Price area are few. JB's in Price seemed the best. Local folks recommend the Italian restaurants (to somebody named Savio?) which are rather rare elsewhere in Utah. Italian coal miners helped settle Carbon County, while the Mormons pioneered the rest of Utah. Stop by the Railroad & Mining Museum in Helper and the nifty Dinosaur Museum in Price. And tune in to my friends at radio station KOAL, 750 AM in Carbonville, 'The voice of the Castle Valley.' This is very folksy country music radio station that will give you a good feel for the local community.

"For anyone going there I strongly recommend getting the books *Utah Ghost Rails* by Stephen L. Carr and Robert W. Edwards from Western Epics for $19.95, and *Carbon County* by Philip F. Notarianni published by the Utah State Historical Society for $7.95. Both books are for sale at the museum in the Salt Lake City depot."

PVs and PATH

With the annual "PV Convention" of the American Association of Private Railroad Car Owners being held in our own back yard (well, Hoboken is a lot closer than St. Louis) in early October, Mike Del Vecchio and I made a concerted effort to get some appropriate photographs (page 90) and visit some of our rail-riding friends. (Incidentally, "PV" is

next month in RAILFAN & RAILROAD

•TODAY'S TIP-UP: Dick Wirthman takes a look at the motive power and operations of the reborn Toledo, Peoria & Western with its NYC-inspired lightning stripe paint scheme.

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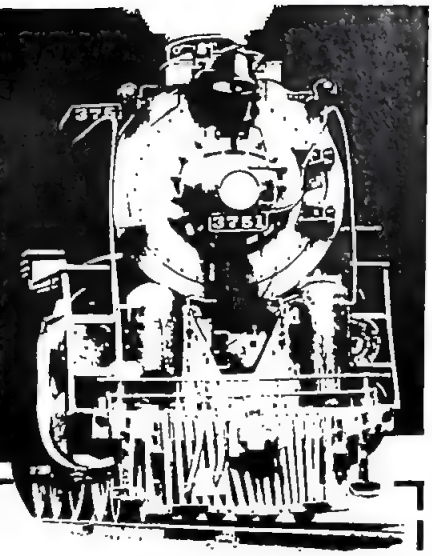

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the term for "P[illegible]")

On the Wednesday when we first arrived, we were invited to join some of our local friends at a nice Italian restaurant in Newark for dinner. Along with Ken Bitten and Kevin Luebke (owners of the heavyweight observation *Blue Ridge* and other cars) and a couple of new acquaintances, about a half dozen of us headed down to the PATH subway train at Hoboken for a quick ride over to Newark where we were to meet Dick Forest (a partner in the *Broadway* obs *Mountain View*) and some others at the restaurant.

As our subway car pulled away from the bumping post at Hoboken, one of the PV owners announced, "Hey, guys, we're carrying the markers!"

Now, being on the rear of the train is the desired position for any PV and the dream of any PV owner. From the middle of our mostly-empty PATH car, we all got the same idea almost instantly and made a dash for the "solarium." Being a bit pushier than the others, I quickly claimed the "railfan seat" on the plastic bench adjacent to the rear window and gazed out upon the rapidly receding track.

The grimy tunnel of the PATH tube wasn't exactly Horseshoe Curve from the back of the *Mountain View*, but even in a subway car, it was the thought that counted.

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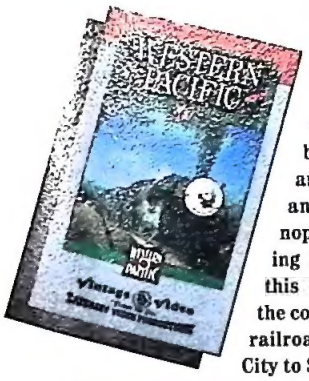

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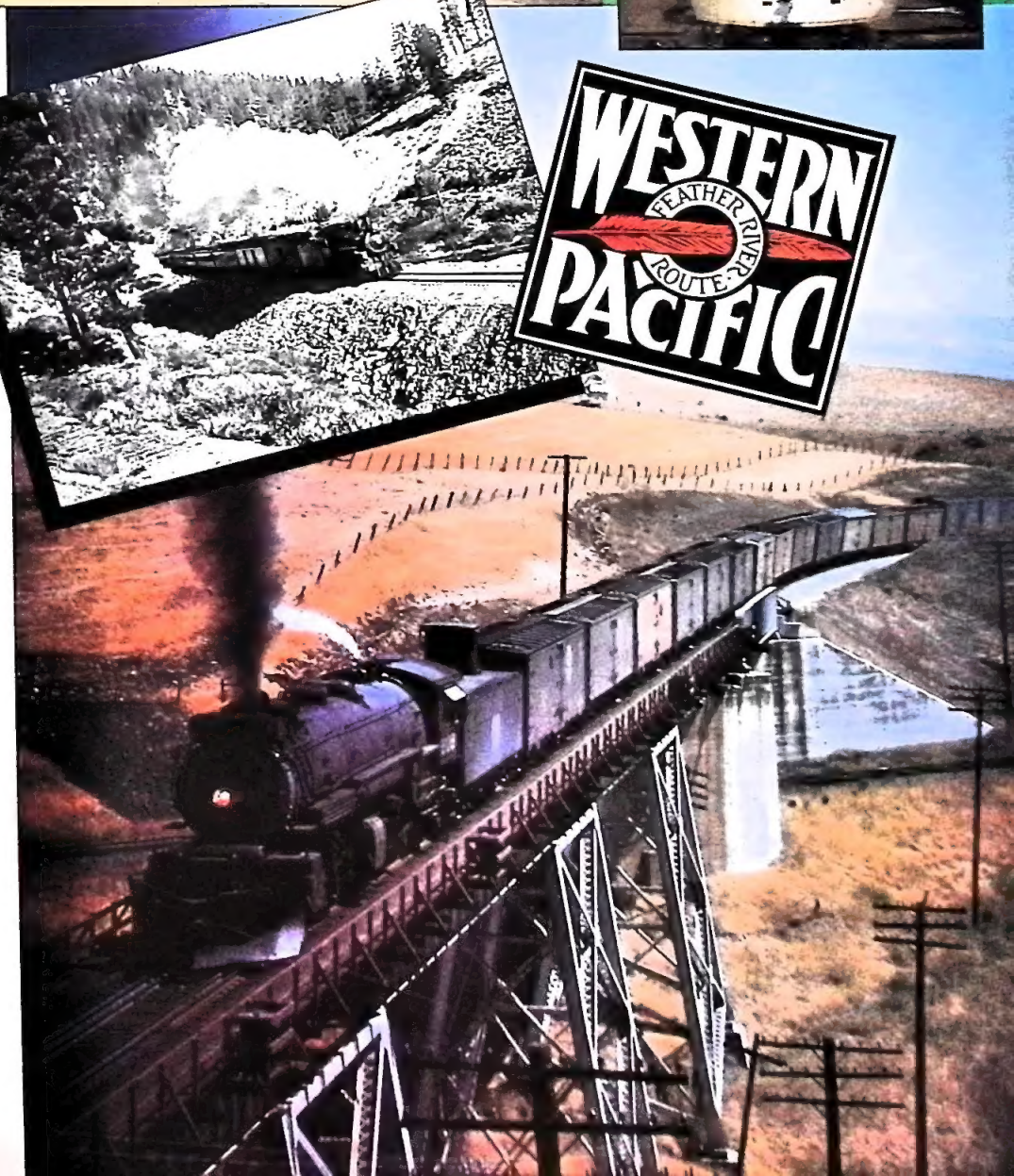

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THE "POTUS" SPECIAL for President Bush's whistle stop tour arrived at Grand Blanc, Michigan, on September 27. See page 66.

THE X2000 trainset from Sweden was assembled at Baltimore on October 21 (**below**). For nine months, the high-speed tilt train will be leased to Amtrak for road testing in the Northeast. See page 50.

THE L&N HISTORICAL SOCIETY held its tenth annual convention at Louisville, Ky., during October 9-11. A highlight of the event was the posing of the Kentucky Railway Museum's L&N 4-6-2 152 beneath the main line coaling tower at Lebanon Junction for a night photography session on the 9th (**bottom**). See page 52.

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THE NEEDLES SUBDIVISION

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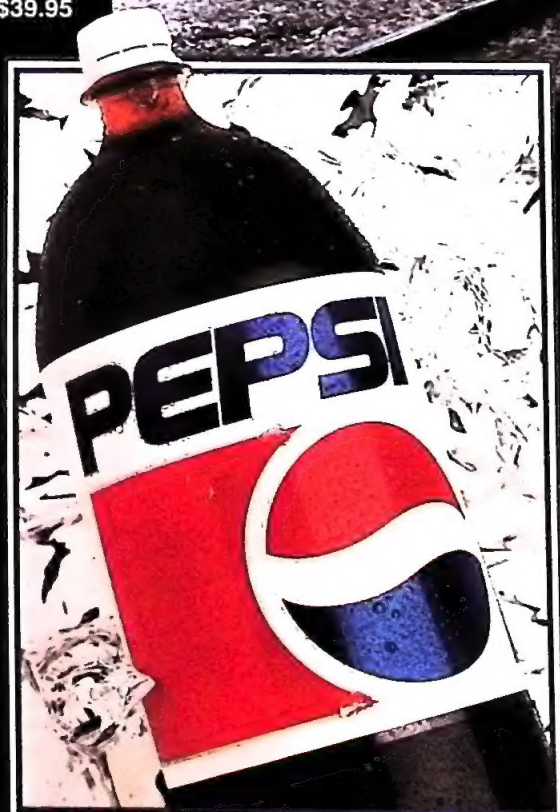

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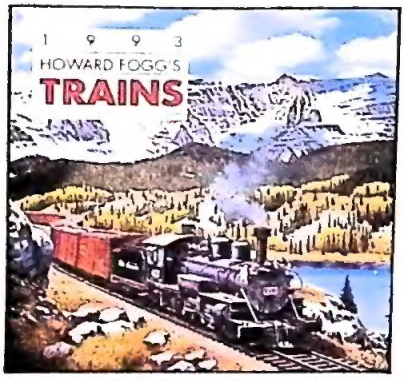

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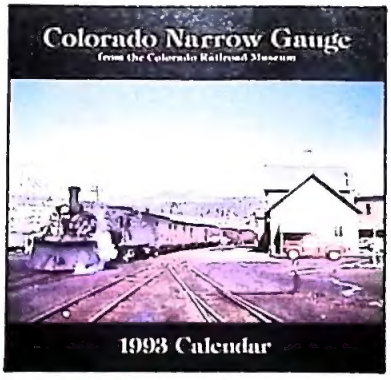

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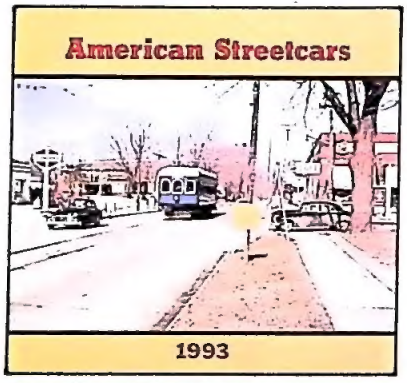

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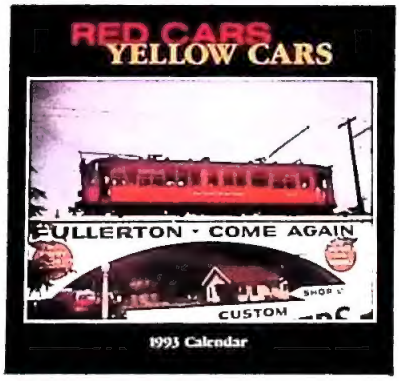

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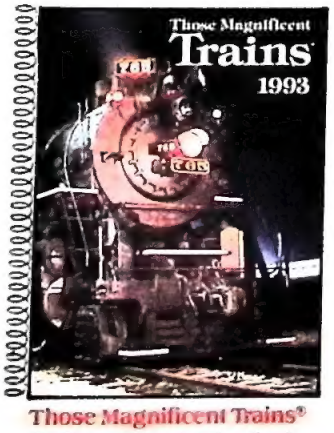

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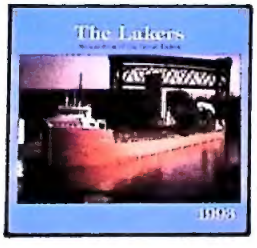

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